



AGENDA

Workshop February 2, 2015 at 5:30p.m.
Long Beach City Council Meeting
Regular City Council February 2, 2015 at 7:00 p.m.
Long Beach City Hall - Council Chambers
115 Bolstad Avenue West

5:30 PM CALL TO ORDER

- + WS 15-02 – Geri Marcus to discuss Willapa Counseling programs - **TAB A**
- + WS 15-03 – Report from Robyn Unruh on festivals and use of Veteran's Field – **TAB B**
- + WS 15-04 – 2015 Code Amendments – **TAB C**

7:00 PM CALL TO ORDER; PLEDGE OF ALLEGIANCE; AND ROLL CALL

Call to order	Mayor Andrew, Council Member Linhart, Council Member Hanson,
And roll call	Council Member Perez, Council Member Murry, and Council Member Phillips

CONSENT AGENDA - TAB D

All matters, which are listed within the consent section of the agenda, have been distributed to each member of the Long Beach City Council for reading and study. Items listed are considered routine by the Council and will be enacted with one motion unless a Council Member specifically requests it to be removed from the Consent Agenda to be considered separately. Staff recommends approval of the following items:

- Minutes, January 20, 2015 Regular City Council meeting.
- Payment Approval List for Warrant Registers 55012 - 55050 & 77407 – 77463 for \$183,838.22

BUSINESS

- **AB 15-09 – Emergency Measure Ord. No. 906, L.I. Housing Densities – TAB E**
- **AB 15-10 – Case No. SUP 2015-01 Request by Andrew Walls – TAB F**
- **AB 15-11 – Interfund Loan update – TAB G**
- **AB 15-12 – Email Hosting – TAB H**

ORAL REPORTS

- | | | | | |
|---|---------------------|--------------|---------------------------|-------------------------|
| • | City Council | Mayor | City Administrator | Department Heads |
|---|---------------------|--------------|---------------------------|-------------------------|

CORRESPONDENCE AND WRITTEN REPORTS – TAB - I

- **Correspondence – Thank you note to the Mayor**
- **Correspondence – Sales and Lodging Tax**
- **Correspondence – Draft Staff Report on Senior Low Income Housing**
- **Correspondence – Information on the Proposed WPV Use Rules on the Beach**
- **Business License – Rosemont Terrace; 1310 Pacific Ave N**
- **Business License – Suite Beach; 201 Ocean Beach Blvd S #17**
- **Business License – Hyundai Lease Titling Trust; Irvine CA**
- **Business License – Merry's Notary on Wheels; Seaview**
- **Business License – Akari Properties LLC; 203 Bolstad Ave**

FUTURE CITY COUNCIL MEETING SCHEDULE

The Regular City Council meetings are held the 1st and 3rd Monday of each month at 7:00 PM and may be preceded by a workshop.
February 17, 2015 – 7:00 pm- City Council Meeting
March 2, 2015 – 7:00 pm- City Council Meeting

PUBLIC COMMENT

At this time, the Mayor will call for any comments from the public on any subject whether or not it is on the agenda for any item(s) the public may wish to bring forward and discuss. Preference will be given to those who must travel. **Please limit your comments to five minutes. The City Council does not take any action or make any decisions during public comment.** To request Council action during the Business portion of a Council meeting, contact the City Administrator at least one week in advance of a meeting.

ADJOURNMENT

American with Disabilities Act Notice: The City Council Meeting room is accessible to persons with disabilities. If you need assistance, contact the City Clerk at (360) 642-4421 or advise City Clerk at the meeting.

TAB - A



**CITY COUNCIL
WORKSHOP BILL
WS 15-02**

Meeting Date: February 2, 2015

AGENDA ITEM INFORMATION

**SUBJECT: Geri Marcus,
Director of Willapa
Counseling**

Originator:

Mayor

City Council

City Administrator

City Attorney

City Clerk

City Engineer

Community Development Director

GB

Events Coordinator

Finance Director

Police Chief

Streets/Parks/Drainage Supervisor

Water/Wastewater Supervisor

COST: Unknown

SUMMARY STATEMENT: Geri Marcus will discuss Willapa Counseling – what it is, what it does for the community, current programs, and upcoming programs/activities.

TAB - B

David Glasson

To: Robyn Unruh
Subject: RE: Clam Festival

Alright, I will schedule it. We will start at 6:00 p.m. as I have a workshop scheduled with Jeri Marcus as well. This will be on February 2, 2015

From: Robyn Unruh [<mailto:robyn@funbeach.com>]
Sent: Tuesday, January 20, 2015 1:24 PM
To: David Glasson
Subject: Re: Clam Festival

Workshop would probably be best then!

On Tue, Jan 20, 2015 at 1:21 PM, David Glasson <finance@longbeachwa.gov> wrote:

Robyn,

Sure, what do you prefer. The workshops are informal and usually give us about 20 minutes to talk, or just 5 minutes on the council agenda?

David

From: Robyn Unruh [<mailto:robyn@funbeach.com>]
Sent: Tuesday, January 20, 2015 12:56 PM
To: David Glasson
Subject: Clam Festival

Hello David!

I was wondering if I could get on the agenda for the next City Council or workshop meeting to come and talk to the council about our plans for this years festival and ask for permission to use Veteran's Field again. Please let me know! Thank you! :)

--

Robyn Unruh
Marketing Communications Coordinator
Long Beach Peninsula Visitors Bureau

PO Box 562, Seaview, WA 98644

[360.642.2400](tel:360.642.2400)

www.funbeach.com

Washington's



LONG BEACH PENINSULA

Visitors Bureau

--

Robyn Unruh

Marketing Communications Coordinator

Long Beach Peninsula Visitors Bureau

PO Box 562, Seaview, WA 98644

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Washington's



LONG BEACH PENINSULA

Visitors Bureau

TAB - C



**CITY COUNCIL
WORKSHOP BILL
WS 15-04**

Meeting Date: February 2, 2015

AGENDA ITEM INFORMATION		
SUBJECT: 2015 Code Amendments	<i>Originator:</i>	
	Mayor	
	City Council	
	City Administrator	
	City Attorney	
	City Clerk	
	City Engineer	
	Community Development Director	GB
	Events Coordinator	
	Finance Director	
	Police Chief	
	Streets/Parks/Drainage Supervisor	
	Water/Wastewater Supervisor	
COST: Unknown		
SUMMARY STATEMENT: First cut/comments on draft code amendments.		

TAB - D

LONG BEACH CITY COUNCIL MEETING

JANUARY 20, 2015

CALL TO ORDER; PLEDGE OF ALLEGIANCE; ROLL CALL

Mayor Andrew called the meeting to order at 7:00 p.m. and asked for the Pledge of Allegiance and roll call.

ROLL CALL

David Glasson, Finance Director, called roll with Mayor Andrew, C. Linhart, C. Hanson, C. Perez, C. Murry present. C. Phillips was absent.

CONSENT AGENDA

Minutes, January 5, 2015 Regular City Council meeting

Payment Approval List for Warrant Registers 54962 - 55011 & 77313 - 77406 for \$313,573.06

C. Linhart made the motion to approve the consent agenda with C. Hanson seconding the motion. 4 Ayes 0 Nays 0 Abstain 1 Absent (C. Phillips), motion passed.

BUSINESS

AB 15-05 Resolution 2015-03 – Partial Street Vacation Hearing Date

Gayle Borchard, Community Development Director, presented the agenda bill. Agenda item is in regards to setting a hearing date to receive public comment regarding partial right of way vacation of 10th and 11th Streets NE and Oregon Ave N. Hearing date will be February 17, 2015.

C. Linhart made the motion to approve the agenda bill with C. Hanson seconding the motion. 4 Ayes 0 Nays 0 Abstain 1 Absent (C. Phillips), motion passed.

AB 15-06 Resolution 2015-04 – Local Government Investment Pool

David Glasson, Finance Director, presented the agenda bill. Agenda item is in regards to updating the terms required to continue investing with the Washington State Local Government Investment Pool. Resolution 2015-04 is the updated resolution for 2015. **C. Linhart made the motion to pass Resolution 2015-04 with C. Hanson seconding the motion. 4 Ayes 0 Nays 0 Abstain 1 Absent (C. Phillips), motion passed.**

AB 15-07 Vision IT Agreement

David Glasson, Finance Director, presented the agenda bill. Agenda item is in regards to a purchase agreement for hardware and IT services. **C. Linhart made the motion to pass the agenda bill with C. Hanson seconding the motion. 4 Ayes 0 Nays 0 Abstain 1 Absent (C. Phillips), motion passed.**

AB 15-08 Agreement for City Administrator Service

David Glasson, Finance Director, presented the agenda bill. Agenda item is in regards to the contract for City Administrator services. **C. Linhart made the motion to authorize Mayor Andrew to sign the contract for City Administrator services with C. Hanson seconding the motion. 4 Ayes 0 Nays 0 Abstain 1 Absent (C. Phillips), motion passed.**

ORAL REPORTS

C. Linhart, C. Hanson, C. Perez, C. Murry, Mayor Andrew, David Glasson, Finance Director and LBVFD Chief, Flint Wright, Police Chief, and Gayle Borchard, Community Development Director, presented reports.

CORRESPONDENCE AND WRITTEN REPORTS

Correspondence – Note from Jim Chrietzberg
Correspondence – Chinook Observer
Correspondence – CityVision magazine re Initiative 747
Correspondence – Medix Call volume and compliance 2014
Visitors Bureau Stats

PUBLIC COMMENT

No public comment.

ADJOURNMENT

Mayor Andrew adjourned the meeting. The meeting was adjourned at 7:31 p.m.

Mayor

ATTEST:

City Clerk



Warrant Register

Check Periods: 2015 - January - Second

I, THE UNDERSIGNED DO HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED OR THE LABOR PERFORMED AS DESCRIBED HEREIN AND THAT THE CLAIM IS A JUST, DUE AND UNPAID OBLIGATION AGAINST THE CITY OF LONG BEACH, AND THAT I AM AUTHORIZED TO AUTHENTICATE AND CERTIFY TO SAID CLAIM.

Council Member	Council Member	Council Member	Finance Director
Number	Name	Print Date	Amount
55012	Bell, Helen S	1/20/2015	\$1,225.79
55013	Binion, Jacob	1/20/2015	\$1,525.92
55014	Bonney, Matthew T	1/20/2015	\$1,357.16
55015	Booi, Kristopher A	1/20/2015	\$1,292.32
55016	Borchard, Gayle	1/20/2015	\$1,635.05
55017	Cutting, Jeffrey G.	1/20/2015	\$2,053.50
55018	Daulton, Alan T	1/20/2015	\$296.08
55019	Ellyson, Susan R	1/20/2015	\$1,059.70
55020	Fitzgerald, Rick E.	1/20/2015	\$1,413.55
55021	Gilbertson, Bradley K	1/20/2015	\$1,554.47
55022	Glasson, David R.	1/20/2015	\$2,593.76
55023	Goulter, John R.	1/20/2015	\$1,562.86
55024	Gray, Karen	1/20/2015	\$430.69
55025	Huff, Timothy M.	1/20/2015	\$1,501.44
55026	Kirby, Gary E	1/20/2015	\$837.71
55027	Kitzman, Michael	1/20/2015	\$2,143.19
55028	Luebbe, Paul J	1/20/2015	\$1,550.26
55029	Meling, Casey K	1/20/2015	\$1,853.90
55030	Miles, Eugene S	1/20/2015	\$2,587.89
55031	Mortenson, Tim	1/20/2015	\$2,277.14
55032	Myers, Ragan S.	1/20/2015	\$1,460.20
55033	Nawn, Rodney J.	1/20/2015	\$1,640.15
55034	Ostgaard, Loretta G	1/20/2015	\$1,417.24
55035	Padgett, Timothy J	1/20/2015	\$1,377.55
55036	Parker, Michael T	1/20/2015	\$1,892.25
55037	Russum, Richard	1/20/2015	\$1,480.05
55038	Warner, Ralph D.	1/20/2015	\$2,204.15
55039	Wright, Flint R	1/20/2015	\$2,424.99
55040	Zuern, Donald D.	1/20/2015	\$2,119.62

Execution Time: 27 second(s)

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Number	Name	Print Date	Clearing Date	Amount
55041	Quittner, Jonathan H	1/20/2015		\$957.47
55042	AFLAC	1/26/2015		\$209.88
55043	Association of WA Cities	1/26/2015		\$21,310.88
55044	City of Long Beach - Fica	1/26/2015		\$10,392.06
55045	City of Long Beach - FVH	1/26/2015		\$8,548.59
55046	Dept of Labor & Industries	1/26/2015		\$1,967.84
55047	Dept of Retirement Systems	1/26/2015		\$9,349.84
55048	Dept of Retirement Systems Def Comp	1/26/2015		\$1,225.00
55049	Massmutual Retirement Services	1/26/2015		\$375.00
55050	Teamsters Local #58	1/26/2015		\$149.00
77407	Miles, Gene	1/21/2015		\$257.00
77408	Long Beach Merchants	1/23/2015		\$3,499.81
77409	Pacific County Sheriffs	1/23/2015		\$597.50
77410	Warner, Ralph	1/26/2015		\$291.96
77411	Ostgaard, Loretta	1/26/2015		\$291.96
77412	Gray, Karen	1/26/2015		\$520.13
77413	Cazimero, Buzz	1/26/2015		\$75.00
77414	Association of Washington Cities	1/26/2015		\$100.18
77415	CenturyLink	1/26/2015		\$1,799.96
77416	Standard Insurance Co.	1/28/2015		\$1,828.92
77417	Employment Security Dept	1/28/2015		\$834.09
77418	United States Treasury	1/28/2015		\$198.89
77419	Active Enterprises, Inc.	1/30/2015		\$1,107.65
77420	ALS ENVIRONMENTAL	1/30/2015		\$314.00
77421	Alsco-American Linen Div.	1/30/2015		\$234.17
77422	Astoria Janitor & Paper Supply	1/30/2015		\$903.74
77423	At&t Mobility	1/30/2015		\$52.89
77424	Barco Municipal Products	1/30/2015		\$3,833.36
77425	Calvert Technical Services	1/30/2015		\$1,929.62
77426	Cascade Columbia Distribution CO	1/30/2015		\$4,230.53
77427	City of Long Beach	1/30/2015		\$1,160.84
77428	Columbia Steel Supply	1/30/2015		\$16.60
77429	Cork, Richard	1/30/2015		\$10.00
77430	Dept of Ecology	1/30/2015		\$3,491.90
77431	Englund Marine Supply	1/30/2015		\$82.72
77432	Evergreen Rural Water of WA	1/30/2015		\$45.00
77433	Global Environmental Products	1/30/2015		\$658.57
77434	ICMA	1/30/2015		\$25.00
77435	K & L Supply, Inc.	1/30/2015		\$756.86
77436	KING COUNTY FINANCE	1/30/2015		\$0.00
77437	L.N. Curtis & Sons	1/30/2015		\$773.58
77438	Lawson Products, Inc.	1/30/2015		\$415.47
77439	Long Beach Commercial Security	1/30/2015		\$37.73
77440	McCord, Kristy	1/30/2015		\$10.00
77441	NTA Services, INC	1/30/2015		\$900.00
77442	Oregon Dept. of Transportation	1/30/2015		\$15.50

Execution Time: 28 second(s)

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Number	Name	Print Date	Clearing Date	Amount
77443	Pacific County Auditor	1/30/2015		\$10,697.80
77444	Pacific County Sheriffs	1/30/2015		\$22,100.00
77445	Peninsula Landscape Supply	1/30/2015		\$711.48
77446	Pickering, Dave	1/30/2015		\$14.48
77447	Pitney Bowes Global Financial Services LLC	1/30/2015		\$1,500.00
77448	Postmaster	1/30/2015		\$490.08
77449	Powell, Sellar & Co., P.S	1/30/2015		\$1,315.00
77450	Public Utility District 2	1/30/2015		\$9,900.50
77451	Radio Shack	1/30/2015		\$3.76
77452	Sea Western Fire	1/30/2015		\$146.60
77453	STAPLES ADVANTAGE	1/30/2015		\$60.54
77454	Unum Life Insurance	1/30/2015		\$57.00
77455	Usa Blue Book	1/30/2015		\$409.39
77456	Visa	1/30/2015		\$220.69
77457	WA Assoc of Sheriffs & Police Chiefs	1/30/2015		\$120.00
77458	Washington State Parks	1/30/2015		\$150.00
77459	Watson, Jerry	1/30/2015		\$11.68
77460	Wilcox & Flegel Oil Co.	1/30/2015		\$1,155.77
77461	World Kite Museum	1/30/2015		\$2,000.00
77462	Zee Medical Service Co.	1/30/2015		\$97.18
77463	Zero Waste USA	1/30/2015		\$121.00
	Total			\$183,838.22
	Grand Total			\$183,838.22

TAB - E



**CITY COUNCIL
AGENDA BILL
AB 15-09**

Meeting Date: February 2, 2015

AGENDA ITEM INFORMATION

SUBJECT: Emergency Measure Ord. No. 906 – Low Income Housing Densities	<i>Originator:</i>	
	Mayor	
	City Council	
	City Administrator	
	City Attorney	
	City Clerk	
	City Engineer	
	Community Development Director	GB
	Finance Director	
	Fire Chief	
	Police Chief	
	Streets/Parks/Drainage Supervisor	
COST:	Water/Wastewater Supervisor	
	Other:	

SUMMARY STATEMENT: Attached is Ordinance No. 906, an emergency measure to allow low-income residential densities up to the “carrying capacity” of a property. That is, a site may have up to as many units as the site can accommodate while still meeting all city standards and requirements without the need for a variance. Actual densities will be determined by the Hearing Examiner under the Conditional Use permit process. This is presented as an emergency to allow the current JPCHA project at 10th/11th Streets Northeast and Oregon North to proceed on schedule through the planning and funding process.

RECOMMENDED ACTION: Adopt Ordinance No. 906.

ORDINANCE No. 906

AN ORDINANCE OF THE CITY OF LONG BEACH, PACIFIC COUNTY, WASHINGTON, REVISING SECTION 12-11-18: AFFORDABLE HOUSING, OF THE LONG BEACH CITY CODE, DECLARING AN EMERGENCY, AND REPEALING ANY ORDINANCES IN CONFLICT

WHEREAS, the City Council deems it necessary for the purpose of promoting the public health, safety and general welfare of the City; and

WHEREAS, the purpose of Section 12-11-18 of the Zoning Regulations Ordinance of the City of Long Beach, Washington is to promote the provision of affordable housing in the City of Long Beach by allowing for density bonuses for specific types of projects; and

WHEREAS, the City Council wishes to allow densities in excess of those previously allowed for affordable housing pursuant to the judgment of the Long Beach Hearing Examiner and as long as all other City requirements are met without the need of a variance; and

WHEREAS, time is of the essence regarding the need for increased affordable housing densities in respect to a proposed community-benefitting project for low-income senior housing;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LONG BEACH, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Findings

The City Council of the City of Long Beach hereby adopts the following Findings of Fact:

- (1) The proposed ordinance is necessary to protect the health, safety, general welfare and orderly development of the community.
- (2) The proposed ordinance is consistent with the City's adopted Comprehensive Plan.
- (3) The proposed ordinance furthers the implementation of the city's adopted Comprehensive Plan.

Section 2. Adoption

Amendments to Section 12-11-18, Affordable Housing, of Title 12, Zoning Regulations, attached hereto, are hereby adopted.

Section 3. Severability

Should any provision, section, paragraph, sentence, clause or phrase of this Ordinance or its application to any person or circumstance be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 4. Repeal

Any existing ordinances that may conflict with this ordinance are hereby repealed.

Section 5. Emergency Declared; Effective Date; Hearing

This ordinance is for the best interest of the City of Long Beach and an emergency is declared to exist, making passage of this ordinance urgent and necessary to the public peace, health, safety and welfare and immediate preservation of the public order of the City of Long Beach, and the same shall take effect immediately upon its passage as provided by law. A publicly noticed public hearing will be conducted on this ordinance at the same time other land use amendments are considered, currently expected in April 2015.

Section 6. Adoption Date

ADOPTED by the City Council of the City of Long Beach, Pacific County, Washington at a regular open public meeting held the 2nd day of February, 2015.

AYES 0

NAYS 0

ABSENT 0

ABSTENTIONS 0

Robert Andrew, Mayor

ATTEST:

David Glasson, City Clerk

ATTACHMENT TO ORDINANCE 906
AMENDMENT TO SECTION 12-11-18, AFFORDABLE HOUSING, of
TITLE 12: ZONING REGULATIONS

12-11-18: AFFORDABLE HOUSING

- A. Purpose: The intent of this section is to encourage the provision of affordable housing for low-, very low- and extremely low-income households in the City of Long Beach by allowing a density bonus for projects that are located in the R3 Multi-Family Residential district and in the ~~EA~~ RC Residential-Commercial district
- B. Density: The maximum number of dwelling units permitted on a property may be increased to the extent that all other zoning standards are met without need for a variance by fifty percent (50%), subject to issuance of a conditional use permit pursuant to the requirements of section 11-2D-2 of title 11 (Unified Development) of this code and provided all units on the property are affordable for low-, very low- and/or extremely low-income households. The exact density allowable will be determined by the Hearing Examiner pursuant to the Conditional Use permit process.
- C. Qualification:
1. The City shall maintain and update annually standards for Qualified Households, based on the level of income and family size, describing the “qualified household” eligible for the affordable housing. The City shall also maintain and update annually a schedule of the maximum allowable housing costs for affordable dwelling units, based on income and household size. The City may choose to use qualification standards and/or cost schedules prepared by the Joint Pacific County Housing Authority.
 2. The City shall verify that tenants of affordable dwelling units are qualified households upon initial rental and annually thereafter. The City shall verify purchasers of for-sale affordable dwelling units are qualified households prior to closing. It shall be the responsibility of the landlord (for-rent units) or purchaser (for-sale units) to provide all necessary documentation to the City regarding income and household size.
 3. For properties operated by an agency, non-profit or developer whose primary purpose is providing affordable housing, which housing organization is acceptable to the City and has similar qualification standards, processes and affordability requirements, the City may defer qualification to that entity. Upon mutual agreement by the City and Joint Pacific County Housing Authority (JPCHA), the City may pass responsibility for determination of qualification and affordability to the JPCHA.

- D. Deed Restriction: A deed restriction shall be placed on the property prior to issuance of a Certificate of Occupancy. The City shall review and approve all covenants, conditions and restrictions that may be placed on the property prior to execution, in order to ensure affordability standards are maintained. The deed restriction shall run with the land. The period for which it must remain affordable must be included in the deed restriction. For-rent affordable dwelling units shall remain affordable for a period not less than twenty (20) years. For-sale affordable dwelling units shall remain affordable for a period not less than twenty (20) years.
- E. Rental Affordable Dwelling Units:
1. Prior to initial renting of an affordable dwelling unit, the landlord shall provide to the City of Long Beach Community Development Department documentation of the family size and gross income for verification of qualification to occupy the affordable dwelling unit. The landlord shall thereafter provide verification to the City annually that the tenants for all units continue to meet the household size and income limits for occupancy of an affordable dwelling unit. Tenants who no longer meet the requirements of a Qualified Household may continue to occupy the affordable dwelling unit, provided their income for their household size does not exceed one hundred twenty percent (120%) of the Area Median Income. If the tenant's income exceeds that amount, the tenant shall be required to vacate the unit within sixty (60) days. A lease or rental agreement shall be required for rental of affordable dwelling units, and the lease or agreement shall include a clause stating the terms under which a household that is no longer qualified may continue to occupy the unit. Nothing in this ordinance shall be construed to otherwise change or limit the usual rights of tenant or landlord.
 2. A schedule showing the rents charged for affordable dwelling units shall be provided to the city on initial rental and annually thereafter. The city shall verify that rents meet the standards for affordable housing and that rent and utilities constitute no more than thirty percent (30%) of such gross annual household income for a Qualified Household of the size that may occupy the unit in question.
- F. For-Sale Affordable Dwelling Units: The developer must place a deed restriction in the deed conveying the property to the Qualified Household a restriction running with the land stipulating that, from the time of the first conveyance, any subsequent conveyance shall have the following limitation:
1. Any moneys received by the Qualified Household seller in excess of the actual reduction of the principal of the mortgage and the down payment and payments for home improvements for the first five (5) years after the purchase by the Qualified Household shall revert to and belong to the City of Long Beach, to be deposited in the Affordable Housing Fund.

2. After the first five (5) years, twenty-five percent (25%) of any excess funds received shall belong to the Qualified Household seller. During the subsequent fifteen (15) years, five percent (5%) of the excess funds received for each full year of ownership shall belong to the Qualified Household seller. The excess balance shall revert and belong to the City of Long Beach, to be deposited in the Affordable Housing Fund.

3. After twenty (20) years, all the sale proceeds shall belong to the Qualified Household Seller.

4. If the property is sold by the Qualified Household to another Qualified Household at any time at the price then established for the Qualified Household, all excess funds shall belong to the selling Qualified Household. The buyer shall submit to the City documentation of household size and income for verification of qualification.

5. If the household size or income of a previously qualified owner-occupied household changes in such a way that they are no longer qualified to occupy an affordable dwelling unit, they shall not be required to vacate and/or sell the affordable dwelling unit they own. All other requirements of this section shall continue to apply.

6. If the owner of a for-sale affordable dwelling unit should choose to rent the dwelling unit rather than occupy it within twenty (20) years after the first conveyance, it shall be rented to a Qualified Household, subject to verification of qualification as set forth in section 12-11-18(E).

If the for-sale units are built under the auspices of an agency, non-profit or developer whose primary purpose is providing affordable housing, which housing organization is acceptable to the City and has similar qualification standards and processes, the City may defer to those standards and accept the deed restriction put in place by that entity.

- G. Affordable Housing Fund: The City of Long Beach shall establish an "Affordable Housing Fund" to receive the funds described in section 12-11-18.F, which funds will be used only to produce or rehabilitate affordable housing. The City may choose to pass the funds to the Joint Pacific County Housing Authority, provided the projects for which the funds are used serve the Long Beach area.

TAB — F



**CITY COUNCIL
AGENDA BILL
AB 15-10**

Meeting Date: February 2, 2015

AGENDA ITEM INFORMATION

SUBJECT: <i>Case No. SUP 2015-01 Request by Andrew Walls for placement of a building on skids for a short-term period</i>	Originator:	
	Mayor	
	City Council	
	City Administrator	
	City Attorney	
	City Clerk	
	City Engineer	
	Community Development Director	GB
	Finance Director	
	Fire Chief	
	Police Chief	
	Streets/Parks/Drainage Supervisor	
	Water/Wastewater Supervisor	
	Other:	
COST: N/A		

SUMMARY STATEMENT: *Attached are the following:*

- 1. a request for a 10'X20' building on skids to be used at the 16th Street Car Wash and Laundromat while flooding of the building's office is repaired;*
- 2. relevant portions of the city code; and*
- 3. a draft letter permit including conditions for Council consideration.*

Mr. Walls' office was recently flooded, and he needs an office space while his is being renovated/repaired. The proposed building is larger than a shed, and so legally is subject to building code regulations. In addition, the building is not compliant with design regulations regarding its roof pitch and siding, but overall the building is pleasant to view and would not visually blight the neighborhood.

Staff recognizes Mr. Walls need for short-term office space. Staff also recognizes that the proposed building is not code-compliant, and therefore the time for this non-conforming building to be located on site should be strictly limited.

RECOMMENDED ACTION: *Approve SUP 2015-01 allowing short-term use of a structure on skids for a maximum of six (6) months at the applicant's place of business.*

TEMPORARY USE: A land-use activity that occurs for a specific and limited period of time, typically authorized by a special use permit.

12-11-14: SPECIAL USE PERMIT: For events, uses, and other activities not specifically addressed by this title, an applicant may apply to the city council for a special use permit. The issuance of a special use permit is at the discretion of the city council. The city council may impose such conditions as are deemed necessary to mitigate impacts including, but not limited to, noise, lighting, traffic and hours of operation. A special use permit shall not be used to permanently permit a use that would otherwise be prohibited by the zone district in which the property is situated. A special use permit shall have an expiration date that is no more than one (1) year after the approval date. Upon application, the city council may grant a single extension of a special use permit.



Post Office Box 310
115 Bolstad Avenue West
Long Beach, WA 98631
Telephone 360.642.4421
FAX 360.642.8841
planner@longbeachwa.gov

February 2, 2015

Andrew Walls
PO Box 540
Long Beach, Washington 98631

**RE: Case No. SUP 2015-01; Place Building on Skids for Six (6) Months
RC—Residential Commercial Zoning District; 1603 Pacific Highway North**

Dear Mr. Walls,

At its regularly-scheduled meeting of February 2, 2015, The City of Long Beach **CONDITIONALLY APPROVED** your request for placement of a building on skids during a short-term repair/construction project. It is the City's understanding the project comprises the following:

1. Placement of a 10'X20' building on skids for a short term while repairs are made to your existing building, which was flooded.

This approval is subject to the following conditions:

1. Because it exceeds 120 square feet in area, the proposed building is not legally a shed, but rather a building. Therefore, it is subject to the building code, and you must discuss any building code issues with the Long Beach building inspector, obtain any necessary permits prior to placement of the building on your site, and comply with any requirements of the building inspector.
2. The building may be placed on the site in a central location as indicated in the application for a maximum of six (6) months. If you find that you need it onsite longer, you must apply to the Long Beach City Council for an extension of this Special Use Permit.

Please note this approval and any conditions attached to it or your building permit are **mandatory requirements**, and are based on the application submitted by you. **Failure to comply with conditions of a City approval may result in this approval being rescinded, and you may be cited and fined under the City code, including the time limit for placement of the building.**

Sincerely,

Gayle Borchard
Director, Community Development

cc: Building Official
file



Return to Long Beach City Hall, 115 Bolstad Avenue West, PO Box 310, Long Beach, WA 98631

APPLICATION FOR DEVELOPMENT APPROVAL

APPLICATION TYPE

- ☐ Short Plat ☐ Boundary Line Adjustment ☐ Binding Site Plan ☐ Variance
☐ Long Plat ☐ Conditional Use ☒ Special Use ☐ Other _____

APPLICANT INFORMATION

Name Andrew Wells

Telephone 642-8539

Mailing Address _____

Fax _____

E-mail _____

PROPERTY OWNER INFORMATION (if different)

Name _____

Telephone _____

Mailing Address _____

Fax _____

E-mail _____

PROPERTY INFORMATION

Site Address 1603 Pacific Highway North Plat Name _____

Section _____ Township _____ Range _____ Lot _____ Block _____ Acres _____ Zoning _____

Lender _____ Telephone _____

Current/Prior Use of Property Car Wash & Laundromat

PROJECT INFORMATION

Architect/Designer _____ License/Cert _____ Telephone _____

Engineer _____ License _____ Telephone _____

Surveyor _____ License _____ Telephone _____

Design Review Required? ☐ Yes (separate application required) ☒ No

SEPA Checklist Required? ☐ Yes (must be submitted w/ application) ☒ No

Project Type (check or fill in all that apply)

☐ Single Family Residential # of lots _____

☐ Multi-Family Residential # of dwelling units _____

☒ Commercial type temporary office building square feet 200 sq

☐ Other Non-Residential type _____ building square feet _____

Does the proposal create a new tax parcel or divide property ownership? ☐ Yes ☒ No

Is the subject property located within 200 feet of any surface water? ☐ Yes ☒ No

Does the proposal involve or require crossing or filling of any wetland, drainage system, or ditch? ☐ Yes ☒ No

Is the property located in an area subject to flooding? ☐ Yes ☒ No

Are there existing structures or infrastructure or utilities on the property? ☒ Yes ☐ No

Does the proposal require displacement, removal, or placement of materials in excess of 50 cubic yards? ☐ Yes ☒ No

Does the proposal change the existing land use classification of the subject property? ☐ Yes ☒ No

NOTE: The City of Long Beach assumes no responsibility to notify applicants of state or Federal permit requirements. If you believe your project may require a state or Federal permit, relay that information to the Long Beach Community Development Department.

ATTESTATION: I hereby certify that I prepared or directed preparation of this application, and that to the best of my knowledge the information provided is complete, accurate, and a true representation of the proposal. I understand the City of Long Beach relies on the representations made herein in determining whether this application may be approved, and that false, inaccurate (including missing) information may result in severe consequences, including and not limited to the removal at my expense of any site improvement constructed under this application. I further attest that I have legal authority to submit this application, and I agree to comply with any and all conditions of approval related to this development proposal.

APPLICANT SIGNATURE Andrew Wells

DATE _____

OWNER SIGNATURE _____

DATE _____

Office Use Only

Received by CP

Amount of fee paid _____

Date 1/20/15

Project No. SWP 2015-01



APPLICATION FOR DESIGN REVIEW

Return to Long Beach City Hall, 115 Bolstad Avenue West, PO Box 310, Long Beach, WA 98631

APPLICANT INFORMATION

Name Andrew Walls
Mailing Address PO Box 540

Telephone 360 642-8539
Fax 360 642-7585
E-mail _____

PROPERTY OWNER INFORMATION (if different)

Name _____
Mailing Address _____

Telephone _____
Fax _____
E-mail _____

PROJECT INFORMATION

Site Address 1603 N. Pacific
Cross Street(s) _____

Zoning _____

PROJECT TYPE (Check one in each column)

- ☐ Single Family Residential
☐ Multi-Family Residential
☒ Commercial
☐ Fence/Accessory Structure

- ☐ New Construction
☐ Addition
☐ Alteration
☐ Amendment to prior approval

PROJECT DESCRIPTION

move office to temp bul
to Re build office Spring-Summer - Weather Permits
Temp Bul 10x20 skid Dwp temp bul.

CHECKLIST

Provide 1) a completed application; 2) a site plan, 3) a landscape plan, 4) drawings showing each elevation. Drawings must be to scale and on standard-sized sheets. If larger than 11" x 17", 8 sets of drawings must be submitted. The following information must be shown on the plans and also described here. Where possible, provide samples of materials and colors

SITE PLAN: drawn at 1" = 10' or 20'; include a north arrow

Lot Coverage (total %, all buildings and impervious surfaces) _____
Setbacks: Front _____ Rear _____ Side(s) _____

ELEVATION DRAWINGS: drawn at 1/8" or 1/4" = 1'

Building Height _____ Roof Pitch _____
Type of Roof Covering _____ Type of Siding _____
Type of Windows _____ Type of Doors _____
Type of Fences _____
Proposed Color(s) and Finish _____
Proposed Trim Color(s) _____

LANDSCAPE PLAN: may be included on the site plan

Location and Type of Groundcover _____
Location, Type and Quantity of Shrubs and Trees _____

APPLICANT SIGNATURE Andrew Walls

DATE 1/25/15

OWNER SIGNATURE _____

DATE _____

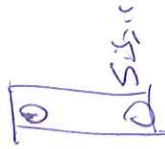
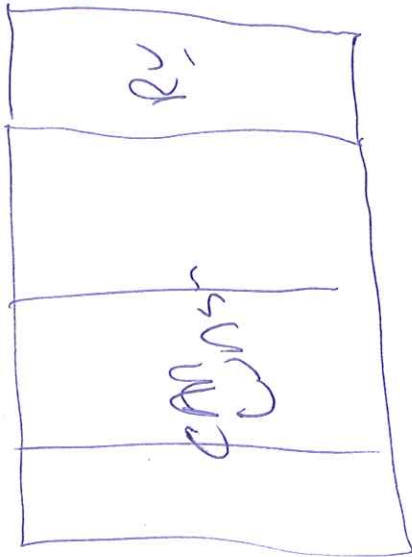
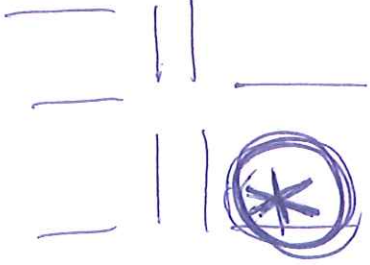
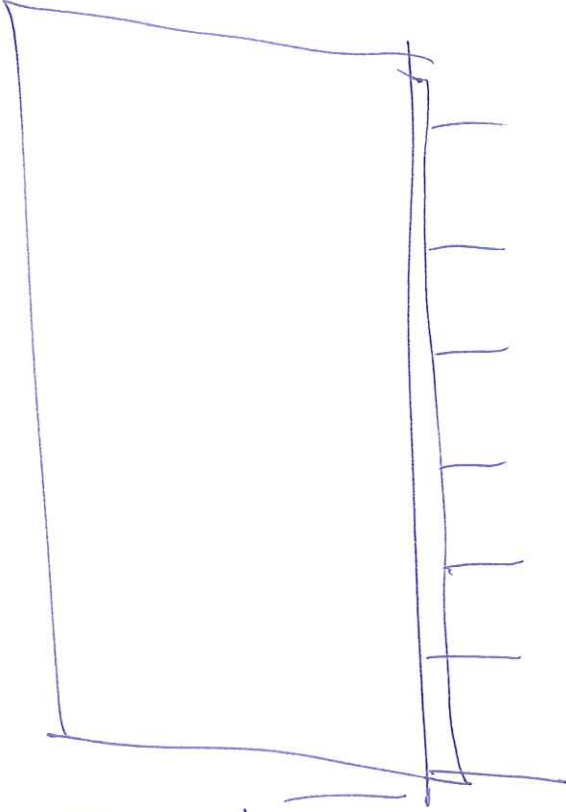
Office Use Only

Received by Jellison
Date 1/25/15

Project No. DR 2015-03

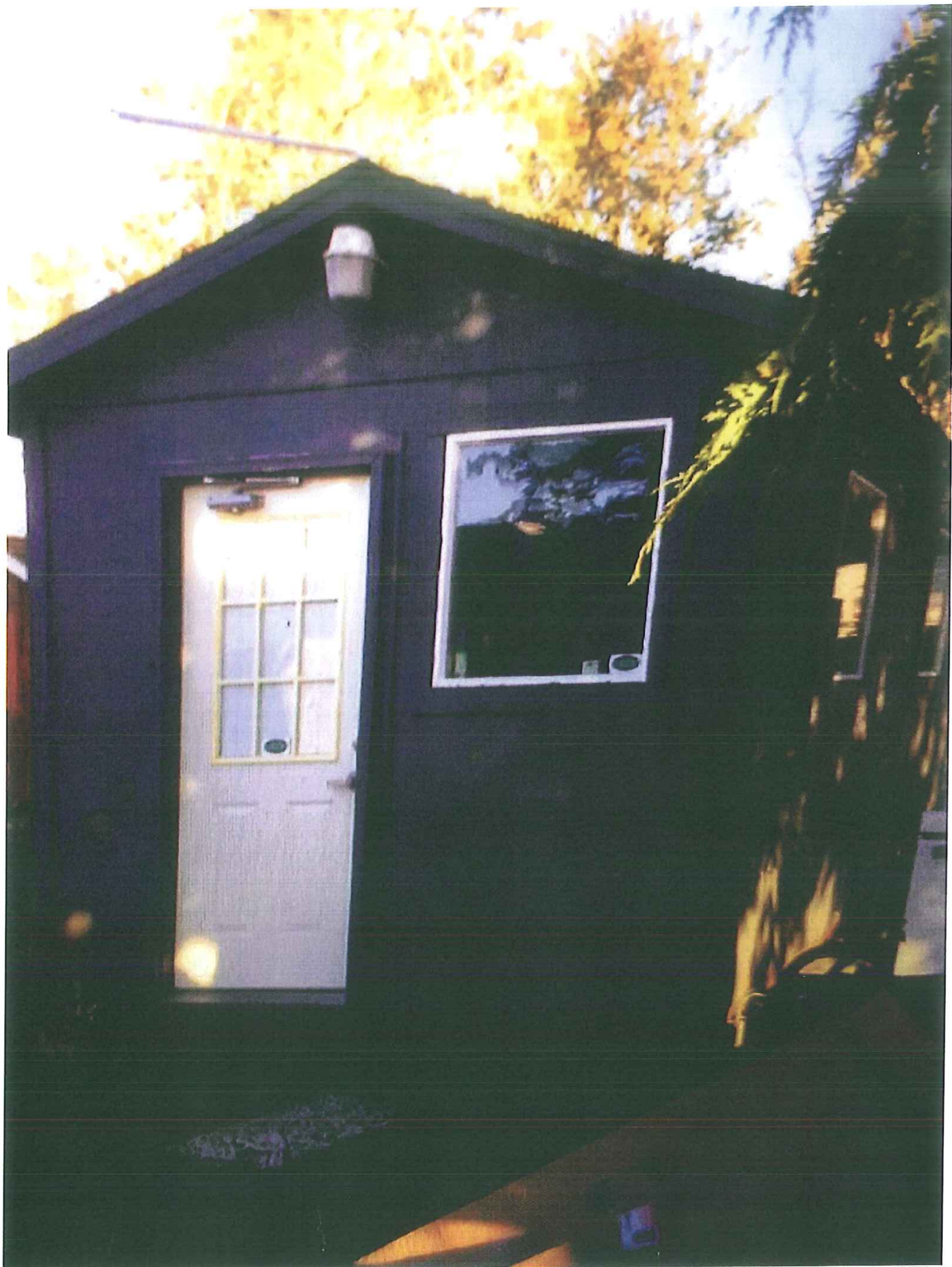
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E

Prife



TAB – G



**CITY COUNCIL
AGENDA BILL
AB 15-11**

Meeting Date: February 2, 2015

AGENDA ITEM INFORMATION

SUBJECT: Interfund Loan update.

Originator:

Mayor

City Council

City Administrator

City Attorney

City Clerk

City Engineer

Community Development Director

Finance Director

DG

Fire Chief

Police Chief

Streets/Parks/Drainage Supervisor

COST: N / A

Water/Wastewater Supervisor

Other:

SUMMARY STATEMENT: The State Auditor's office would like the city to clean up the paperwork related to Interfund loans. Currently the city has four Interfund loans that need formal council approval. This agenda bill will combine two funds that were discussed in budget workshops this year, eliminating one loan. The other three have also been discussed and this formalizes the interest rate and repayment schedules.

RECOMMENDED ACTION: Adopt Resolutions 2015-04, 2015-05, 2015-06 and 2015-07.

RESOLUTION 2015-04

WHEREAS, the City of Long Beach has an outstanding Interfund loan between streets and arterial streets, and,

WHEREAS, the Street fund and the Arterial street fund share the same revenue sources, and,

WHEREAS, The Street and Arterial Street fund will be combined into the Street Fund for 2015,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Long Beach, Washington, that the Street and Arterial Street fund are the same fund, hereinafter referred to as the street fund. Since both funds share the same money sources, the outstanding loan is voided.

Adopted this 2nd day of February, 2015.

AYES _____

NAYS _____

Absent _____

MAYOR

ATTEST:

City Clerk

RESOLUTION 2015-05

WHEREAS, the City of Long Beach ordered the construction of the Micro Filtration Water Plant, and,

WHEREAS, upon completion of this improvement revenue bonds will be sold, and,

WHEREAS, the City of Long Beach wishes to finance part of this construction with excess monies possessed by the city in different funds, and,

WHEREAS, The Current Expense fund had adequate cash reserves to provide interim financing for this project,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Long Beach, Washington, that the Current Expense Fund is authorized to provide an interfund loan to the Water Fund in the amount of \$194,744 for a period not exceed four years at 0.26% interest that was available from the Local Government Investment pool at the time of the loan. Repayment is to be per the attached amortization table.

Adopted this 2nd day of February, 2015.

AYES _____

NAYS _____

Absent _____

MAYOR

ATTEST:

City Clerk

Amortization Table

Loan Summary

\$4,078.74

Monthly Principal & Interest

\$195,779.52

Total of 48 Payments

\$1,035.52

Total Interest Paid

Dec, 2018

Pay-off Date

Loan Amortization Schedule

Date	Interest	Principal	Balance
Jan, 2015	\$42.19	\$4,036.55	\$190,707.45
Feb, 2015	\$41.32	\$4,037.42	\$186,670.03
Mar, 2015	\$40.45	\$4,038.29	\$182,631.74
Apr, 2015	\$39.57	\$4,039.17	\$178,592.57
May, 2015	\$38.70	\$4,040.04	\$174,552.52
Jun, 2015	\$37.82	\$4,040.92	\$170,511.60
Jul, 2015	\$36.94	\$4,041.80	\$166,469.81
Aug, 2015	\$36.07	\$4,042.67	\$162,427.14
Sep, 2015	\$35.19	\$4,043.55	\$158,383.59
Oct, 2015	\$34.32	\$4,044.42	\$154,339.17
Nov, 2015	\$33.44	\$4,045.30	\$150,293.87
Dec, 2015	\$32.56	\$4,046.18	\$146,247.69
2015	\$448.57	\$48,496.31	\$146,247.69
Jan, 2016	\$31.69	\$4,047.05	\$142,200.64
Feb, 2016	\$30.81	\$4,047.93	\$138,152.71
Mar, 2016	\$29.93	\$4,048.81	\$134,103.90
Apr, 2016	\$29.06	\$4,049.68	\$130,054.22
May, 2016	\$28.18	\$4,050.56	\$126,003.65
Jun, 2016	\$27.30	\$4,051.44	\$121,952.22
Jul, 2016	\$26.42	\$4,052.32	\$117,899.90
Aug, 2016	\$25.54	\$4,053.20	\$113,846.70
Sep, 2016	\$24.67	\$4,054.07	\$109,792.63
Oct, 2016	\$23.79	\$4,054.95	\$105,737.68
Nov, 2016	\$22.91	\$4,055.83	\$101,681.85
Dec, 2016	\$22.03	\$4,056.71	\$97,625.14
2016	\$322.33	\$48,622.55	\$97,625.14
Jan, 2017	\$21.15	\$4,057.59	\$93,567.55
Feb, 2017	\$20.27	\$4,058.47	\$89,509.08
Mar, 2017	\$19.39	\$4,059.35	\$85,449.74

Date	Interest	Principal	Balance
Apr, 2017	\$18.51	\$4,060.23	\$81,389.51
May, 2017	\$17.63	\$4,061.11	\$77,328.41
Jun, 2017	\$16.75	\$4,061.99	\$73,266.42
Jul, 2017	\$15.87	\$4,062.87	\$69,203.56
Aug, 2017	\$14.99	\$4,063.75	\$65,139.81
Sep, 2017	\$14.11	\$4,064.63	\$61,075.18
Oct, 2017	\$13.23	\$4,065.51	\$57,009.68
Nov, 2017	\$12.35	\$4,066.39	\$52,943.29
Dec, 2017	\$11.47	\$4,067.27	\$48,876.02
2017	\$195.76	\$48,749.12	\$48,876.02
Jan, 2018	\$10.59	\$4,068.15	\$44,807.87
Feb, 2018	\$9.71	\$4,069.03	\$40,738.84
Mar, 2018	\$8.83	\$4,069.91	\$36,668.92
Apr, 2018	\$7.94	\$4,070.80	\$32,598.13
May, 2018	\$7.06	\$4,071.68	\$28,526.45
Jun, 2018	\$6.18	\$4,072.56	\$24,453.89
Jul, 2018	\$5.30	\$4,073.44	\$20,380.45
Aug, 2018	\$4.42	\$4,074.32	\$16,306.13
Sep, 2018	\$3.53	\$4,075.21	\$12,230.92
Oct, 2018	\$2.65	\$4,076.09	\$8,154.83
Nov, 2018	\$1.77	\$4,076.97	\$4,077.86
Dec, 2018	\$0.88	\$4,077.86	\$0.00
2018	\$68.86	\$48,876.02	\$0.00

RESOLUTION 2015-06

WHEREAS, the City of Long Beach ordered the construction of the North Washington Storm Water Improvements, and,

WHEREAS, the City of Long Beach wishes to finance part of this construction with excess monies possessed by the city in different funds, and,

WHEREAS, The Water fund had adequate cash reserves to provide interim financing for this project,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Long Beach, Washington, that the Water Fund is authorized to provide an interfund loan to the Storm Water Fund in the amount of \$50,000 for a period not exceed four years at 0.13% interest that was available from the Local Government Investment pool at the time of the loan. Repayment is to be per the attached amortization table.

Adopted this 2nd day of February, 2015.

AYES _____

NAYS _____

Absent _____

MAYOR

ATTEST:

City Clerk

Amortization Table

Loan Summary

\$1,044.43

Monthly Principal & Interest

\$50,132.82

Total of 48 Payments

\$132.82

Total Interest Paid

Jan, 2019

Pay-off Date

Loan Amortization Schedule

Date	Interest	Principal	Balance
Feb, 2015	\$5.42	\$1,039.02	\$48,960.98
Mar, 2015	\$5.30	\$1,039.13	\$47,921.85
Apr, 2015	\$5.19	\$1,039.24	\$46,882.61
May, 2015	\$5.08	\$1,039.35	\$45,843.26
Jun, 2015	\$4.97	\$1,039.47	\$44,803.79
Jul, 2015	\$4.85	\$1,039.58	\$43,764.21
Aug, 2015	\$4.74	\$1,039.69	\$42,724.52
Sep, 2015	\$4.63	\$1,039.81	\$41,684.71
Oct, 2015	\$4.52	\$1,039.92	\$40,644.79
Nov, 2015	\$4.40	\$1,040.03	\$39,604.76
Dec, 2015	\$4.29	\$1,040.14	\$38,564.62
2015	\$53.39	\$11,435.38	\$38,564.62
Jan, 2016	\$4.18	\$1,040.26	\$37,524.36
Feb, 2016	\$4.07	\$1,040.37	\$36,483.99
Mar, 2016	\$3.95	\$1,040.48	\$35,443.51
Apr, 2016	\$3.84	\$1,040.59	\$34,402.92
May, 2016	\$3.73	\$1,040.71	\$33,362.21
Jun, 2016	\$3.61	\$1,040.82	\$32,321.39
Jul, 2016	\$3.50	\$1,040.93	\$31,280.46
Aug, 2016	\$3.39	\$1,041.05	\$30,239.42
Sep, 2016	\$3.28	\$1,041.16	\$29,198.26
Oct, 2016	\$3.16	\$1,041.27	\$28,156.99
Nov, 2016	\$3.05	\$1,041.38	\$27,115.60
Dec, 2016	\$2.94	\$1,041.50	\$26,074.11
2016	\$42.69	\$12,490.51	\$26,074.11
Jan, 2017	\$2.82	\$1,041.61	\$25,032.50
Feb, 2017	\$2.71	\$1,041.72	\$23,990.78
Mar, 2017	\$2.60	\$1,041.83	\$22,948.94
Apr, 2017	\$2.49	\$1,041.95	\$21,906.99

Date	Interest	Principal	Balance
May, 2017	\$2.37	\$1,042.06	\$20,864.93
Jun, 2017	\$2.26	\$1,042.17	\$19,822.76
Jul, 2017	\$2.15	\$1,042.29	\$18,780.47
Aug, 2017	\$2.03	\$1,042.40	\$17,738.07
Sep, 2017	\$1.92	\$1,042.51	\$16,695.56
Oct, 2017	\$1.81	\$1,042.63	\$15,652.94
Nov, 2017	\$1.70	\$1,042.74	\$14,610.20
Dec, 2017	\$1.58	\$1,042.85	\$13,567.35
2017	\$26.45	\$12,506.76	\$13,567.35
Jan, 2018	\$1.47	\$1,042.96	\$12,524.38
Feb, 2018	\$1.36	\$1,043.08	\$11,481.31
Mar, 2018	\$1.24	\$1,043.19	\$10,438.12
Apr, 2018	\$1.13	\$1,043.30	\$9,394.81
May, 2018	\$1.02	\$1,043.42	\$8,351.40
Jun, 2018	\$0.90	\$1,043.53	\$7,307.87
Jul, 2018	\$0.79	\$1,043.64	\$6,264.23
Aug, 2018	\$0.68	\$1,043.76	\$5,220.47
Sep, 2018	\$0.57	\$1,043.87	\$4,176.60
Oct, 2018	\$0.45	\$1,043.98	\$3,132.62
Nov, 2018	\$0.34	\$1,044.09	\$2,088.53
Dec, 2018	\$0.23	\$1,044.21	\$1,044.32
2018	\$10.18	\$12,523.03	\$1,044.32
Jan, 2019	\$0.11	\$1,044.32	\$0.00

RESOLUTION 2015-07

WHEREAS, the City of Long Beach ordered the construction of the North Washington Storm Water Improvements, and,

WHEREAS, the City of Long Beach wishes to finance part of this construction with excess monies possessed by the city in different funds, and,

WHEREAS, The Sewer fund had adequate cash reserves to provide interim financing for this project,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Long Beach, Washington, that the Sewer Fund is authorized to provide an interfund loan to the Storm Water Fund in the amount of \$50,000 for a period not exceed four years at 0.13% interest that was available from the Local Government Investment pool at the time of the loan. Repayment is to be per the attached amortization table.

Adopted this 2nd day of February, 2015.

AYES _____

NAYS _____

Absent _____

MAYOR

ATTEST:

City Clerk

Amortization Table

Loan Summary

\$1,044.43

Monthly Principal & Interest

\$50,132.82

Total of 48 Payments

\$132.82

Total Interest Paid

Jan, 2019

Pay-off Date

Loan Amortization Schedule

Date	Interest	Principal	Balance
Feb, 2015	\$5.42	\$1,039.02	\$48,960.98
Mar, 2015	\$5.30	\$1,039.13	\$47,921.85
Apr, 2015	\$5.19	\$1,039.24	\$46,882.61
May, 2015	\$5.08	\$1,039.35	\$45,843.26
Jun, 2015	\$4.97	\$1,039.47	\$44,803.79
Jul, 2015	\$4.85	\$1,039.58	\$43,764.21
Aug, 2015	\$4.74	\$1,039.69	\$42,724.52
Sep, 2015	\$4.63	\$1,039.81	\$41,684.71
Oct, 2015	\$4.52	\$1,039.92	\$40,644.79
Nov, 2015	\$4.40	\$1,040.03	\$39,604.76
Dec, 2015	\$4.29	\$1,040.14	\$38,564.62
2015	\$53.39	\$11,435.38	\$38,564.62
Jan, 2016	\$4.18	\$1,040.26	\$37,524.36
Feb, 2016	\$4.07	\$1,040.37	\$36,483.99
Mar, 2016	\$3.95	\$1,040.48	\$35,443.51
Apr, 2016	\$3.84	\$1,040.59	\$34,402.92
May, 2016	\$3.73	\$1,040.71	\$33,362.21
Jun, 2016	\$3.61	\$1,040.82	\$32,321.39
Jul, 2016	\$3.50	\$1,040.93	\$31,280.46
Aug, 2016	\$3.39	\$1,041.05	\$30,239.42
Sep, 2016	\$3.28	\$1,041.16	\$29,198.26
Oct, 2016	\$3.16	\$1,041.27	\$28,156.99
Nov, 2016	\$3.05	\$1,041.38	\$27,115.60
Dec, 2016	\$2.94	\$1,041.50	\$26,074.11
2016	\$42.69	\$12,490.51	\$26,074.11
Jan, 2017	\$2.82	\$1,041.61	\$25,032.50
Feb, 2017	\$2.71	\$1,041.72	\$23,990.78
Mar, 2017	\$2.60	\$1,041.83	\$22,948.94
Apr, 2017	\$2.49	\$1,041.95	\$21,906.99

Date	Interest	Principal	Balance
May, 2017	\$2.37	\$1,042.06	\$20,864.93
Jun, 2017	\$2.26	\$1,042.17	\$19,822.76
Jul, 2017	\$2.15	\$1,042.29	\$18,780.47
Aug, 2017	\$2.03	\$1,042.40	\$17,738.07
Sep, 2017	\$1.92	\$1,042.51	\$16,695.56
Oct, 2017	\$1.81	\$1,042.63	\$15,652.94
Nov, 2017	\$1.70	\$1,042.74	\$14,610.20
Dec, 2017	\$1.58	\$1,042.85	\$13,567.35
2017	\$26.45	\$12,506.76	\$13,567.35
Jan, 2018	\$1.47	\$1,042.96	\$12,524.38
Feb, 2018	\$1.36	\$1,043.08	\$11,481.31
Mar, 2018	\$1.24	\$1,043.19	\$10,438.12
Apr, 2018	\$1.13	\$1,043.30	\$9,394.81
May, 2018	\$1.02	\$1,043.42	\$8,351.40
Jun, 2018	\$0.90	\$1,043.53	\$7,307.87
Jul, 2018	\$0.79	\$1,043.64	\$6,264.23
Aug, 2018	\$0.68	\$1,043.76	\$5,220.47
Sep, 2018	\$0.57	\$1,043.87	\$4,176.60
Oct, 2018	\$0.45	\$1,043.98	\$3,132.62
Nov, 2018	\$0.34	\$1,044.09	\$2,088.53
Dec, 2018	\$0.23	\$1,044.21	\$1,044.32
2018	\$10.18	\$12,523.03	\$1,044.32
Jan, 2019	\$0.11	\$1,044.32	\$0.00

TAB – H



**CITY COUNCIL
AGENDA BILL
AB 15-12**

Meeting Date: February 2, 2015

AGENDA ITEM INFORMATION

SUBJECT: Email Hosting Agreement with Vision Municipal Solutions	Originator:	
	Mayor	
	City Council	
	City Administrator	
	City Attorney	
	City Clerk	
	City Engineer	
	Community Development Director	
	Finance Director	DG
	Fire Chief	
	Police Chief	
	Streets/Parks/Drainage Supervisor	
COST: 2,584.51	Water/Wastewater Supervisor	
	Other:	

SUMMARY STATEMENT: This is related to updating our email system as we discussed during the 2015 budget process. Essentially, instead of buying a local server and maintaining it ourselves, this would be hosted off site. The benefits of going to this type of system is the ability to get to your email and calendar anywhere and from any device. It also provides us 10 years of data retention. This agreement has enough email addresses to cover all city staff including the Mayor and Council.

RECOMMENDED ACTION: *Authorize staff to sign the agreement.*



Vision Municipal Solutions, LLC
PO Box 28429
Spokane, WA 99228
Phone: (509) 315-8845 Fax: (888) 223-6007
Website: visionms.net Email: help@visionms.net

Purchase Agreement for Vision Hardware and IT Services for:

This Purchase Agreement dated January 20, 2015 between City of Long Beach, WA, 115 Bolstad Avenue West, Long Beach, WA 98631 and Vision Municipal Solutions, LLC, P.O. Box 28429, Spokane, WA. 98532 when signed, confirms the sale herein specified, the equipment and features listed below:

Office 365 Gov Vision Plan 1 including: Business-class email, calendar and contacts with 50 GB inbox. 10 year retention and legal hold for records compliance.

Labor: Configure Office 365.

Notes: Customer would be responsible for setting up Outlook and importing existing email.

Description of Equipment or Service	Qty	Unit Rate	Extension
Office 365 Gov Vision Plan 1 (annual)	30	\$72.00	\$ 2,160.00
Labor (15 hours @ \$95)	2.5	\$95.00	\$ 237.50
			\$ -
			\$ -
			\$ -
Sub Total:			\$ 2,397.50
7.8% Sales Tax:			\$ 187.01
Grand Total:			\$ 2,584.51

Note: Should additional work be needed, this will be billed at our current hourly rates plus parts (\$125.00/hr.). Terms are net 30 days. Pricing is valid for up to 30 days or dependent upon equipment availability from suppliers.

Acceptance of Agreement

Vision Municipal Solutions, LLC.

City of Long Beach, WA

Brandon L. Votaw

Accepted By (Signature)

Brandon L. Votaw

Printed Name

Title

20 Jan 2015

Date

Accepted By (Signature)

Printed Name

Title

Date

TAB — I

January 21, 2015

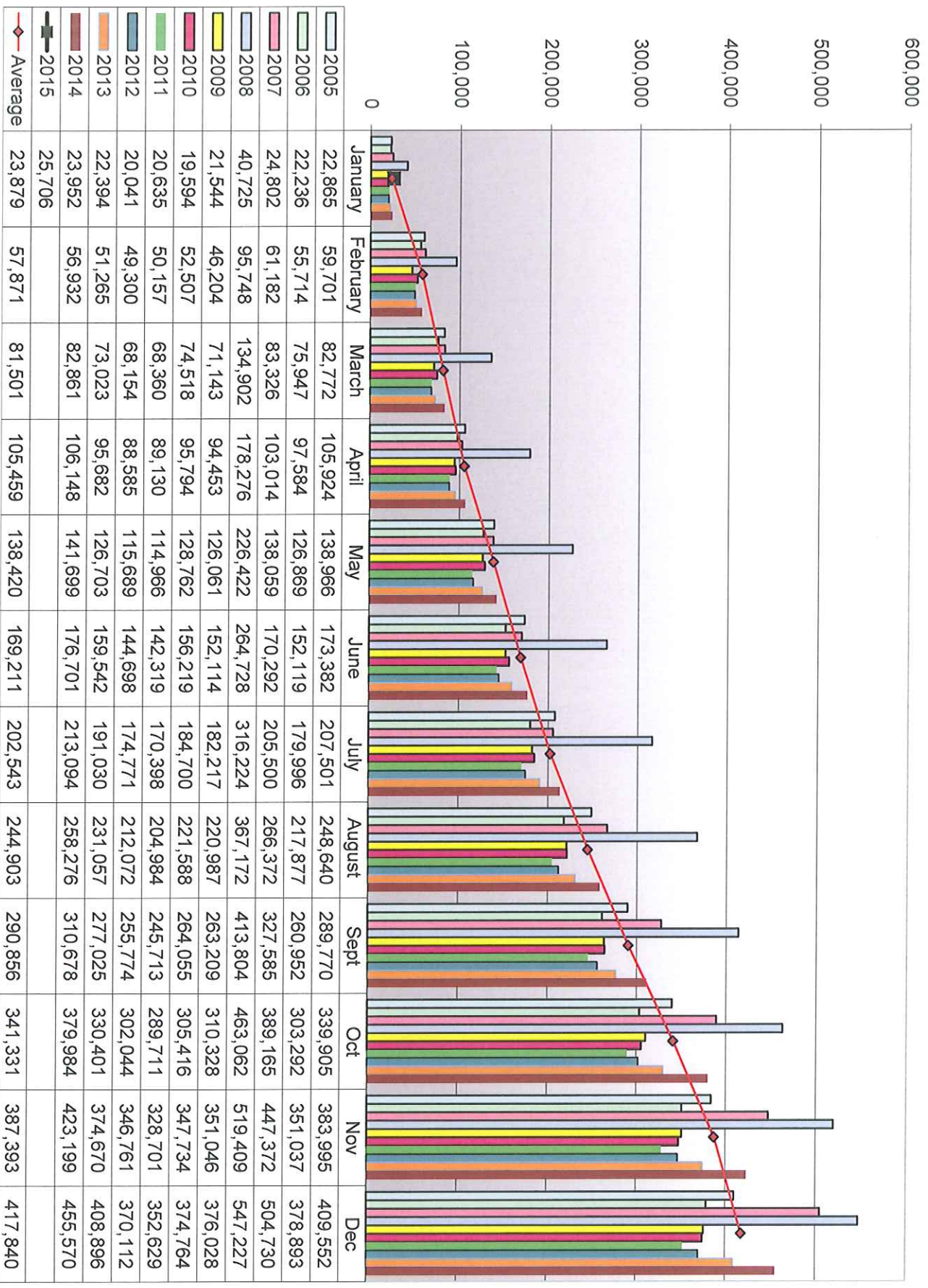
To Mayor Bob Andrew

Thank you for participating
in Wreaths Across America.

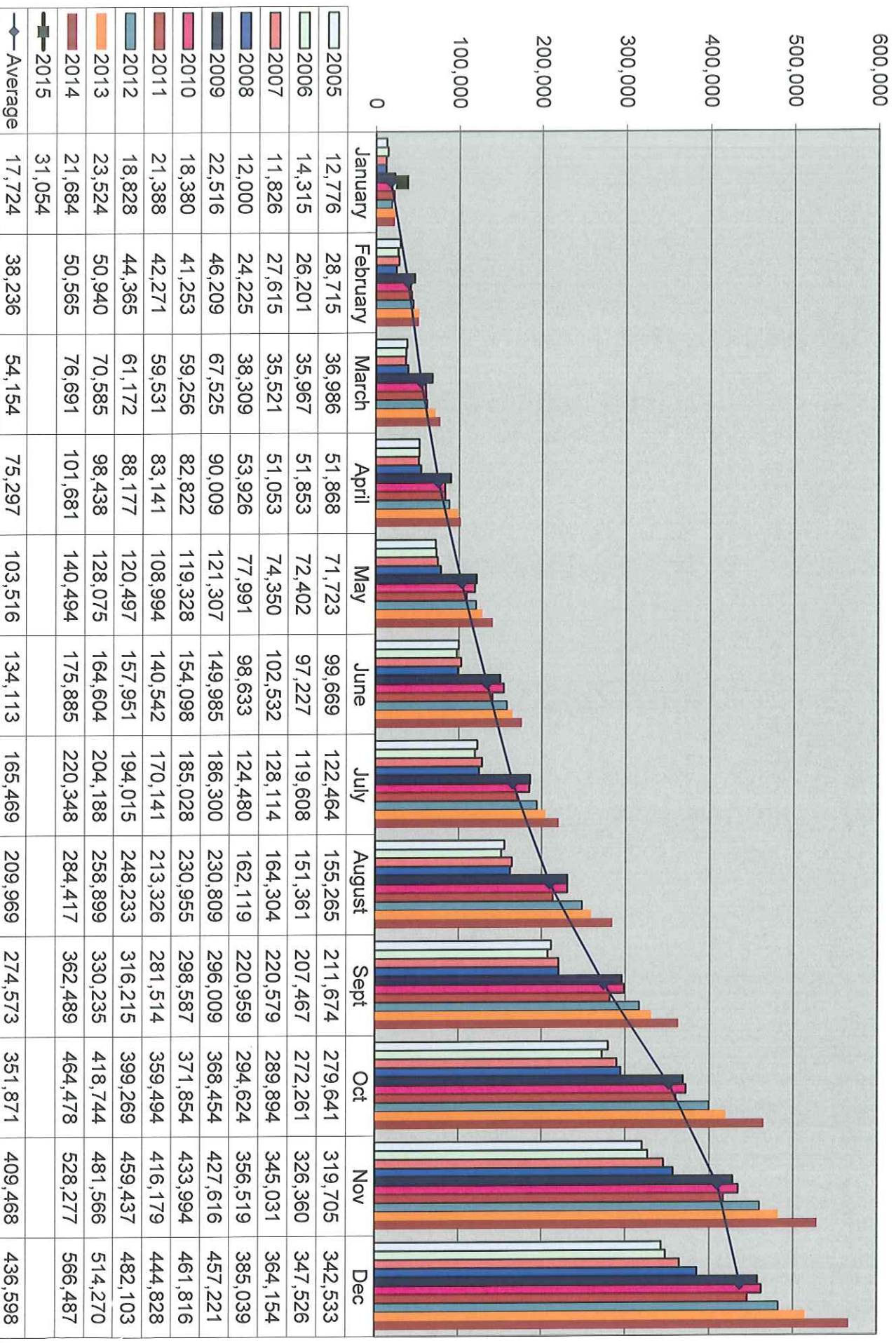
Respectfully

Nancy Holmes, Ocean in View
DAR Chapter

Sales Tax Collections



Lodging Tax Collections



City of Long Beach
Department of Community Development

Transmittal Memo

To: Long Beach City Council

From: Gayle Borchard

CC: file

Date: February 2, 2015

Re: Transmitting Draft Staff Report for Case No. VAC 2015-01

Councilors,

Attached is a draft staff report for the three partial street vacations required for the senior housing project. I wanted you to have this well ahead of the 2/17 hearing in case you have any questions – we can use a little workshop time on 2/2 to address any questions or concerns. For the 2/17 packet you will get this in complete and final format, as well as a legal description, ordinance, all attachments etc.

Regards,

Gayle

City of Long Beach
Department of Community Development

STAFF REPORT

TO: Long Beach City Council
FROM: Gayle Borchard, Community Development Director
SUBJECT: Case No. VAC 2015-01
Vacation of Rights-of-Way—10th and 11th Streets Northeast and Oregon Avenue North
PETITIONER: Joint Pacific County Housing Authority (JPCA)
SITE ADDRESS: Northern twenty (20') of the right-of-way of 10th Street Northeast, west one hundred feet (100') from the right-of-way of Oregon Avenue North;
Southern twenty (20') of the right-of-way of 11th Street Northeast, west one hundred feet (100') from the right-of-way of Oregon Avenue North;
Western ten feet (10') of the right-of-way of Oregon Avenue North between 10th Street Northeast and 11th Street Northeast (two hundred feet [200']), plus twenty feet to the north and to the south;
Assessor's Parcel No. 73011035003, Block 35, Lots 3-6, Tinker's Third Addition to Long Beach, Pacific County, Washington
DATE: January 17, 2014

BACKGROUND

In order to allow development of a low income senior housing project, the petitioner, the Joint Pacific County Housing Authority (JPCA), has requested [petitions attached] the City of Long Beach to vacate the following partial rights-of-way (ROWs):

- 20 feet by 100 feet from Oregon Avenue North westerly along the north side of 10th Street Northeast; and
- 20 feet by 100 feet from Oregon Avenue North westerly along the south side of 11th Street Northeast; and
- 10 feet by 240 feet between 10th Street Northeast and 11th Street Northeast along the west side of Oregon Avenue North, plus 20 feet to the north and to the south.

The vacated property would be joined with the petitioner's parcel, APN 73011035003. Both 10th and 11th Street ROWs in the area of the proposed vacations are currently 75' in width, and Oregon

Avenue North is 50' in width. The areas to be vacated are currently ROW encompassing developed public streets. Below is a discussion of existing infrastructure located within the subject ROWs.

10th Street Northeast

Water: A 6" water line is located in the area proposed to be vacated. This line would be relocated as part of the senior housing project.

Drainage: A catch basin exists in the ROWs of both 10th Street Northeast and Oregon Avenue North in the area proposed to be vacated. This basin connects back to Washington, and would be relocated as part of the senior housing project.

11th Street Northeast

Drainage: About 60' of open drainage ditch exists in the area proposed to be vacated. As part of the senior housing project, this facility would be replaced with pipe storm drain outside the area proposed to be vacated.

Oregon Avenue North

Electric: A currently unused single phase transformer vault is located a bit north of mid-block on the JPCHA property. This could potentially be used for the senior housing project. A single phase underground line runs in the right of way, located in the area proposed for vacation. PUD would require relocation or at a minimum an easement.

There is an overhead line with electric and communication facilities in this area as well. This would be relocated as part of the senior housing project.

Sanitary Sewer: A sanitary sewer line runs in Oregon Avenue North outside the area proposed to be vacated. Four service stubs serving the property exist and traverse the area proposed to be vacated. This should not cause problems, and they will be removed as part of the senior housing project.

PROPERTY DETAILS

Comprehensive Plan Map Future Land Use Designation of Adjacent Property: Residential Commercial

Shoreline Master Program: Not applicable

SEPA: Not applicable

Zoning of Adjacent Property:

- North, south, and west: RC-Residential Commercial
- East: R1-Single Family Residential

Site Description: The proposed ROW vacations comprise 6,400 square feet (SF), 20'X100' trending east-west along 10th and 11th Streets Northeast and 10'X240' trending north-south along Oregon Avenue North. These vacations front on three sides of the subject property, wrapping around it like a reverse "C". The vacated ROW would be joined with the JPCHA property, which comprises four 50' X 100' lots. The area is a combination of residential and commercial in nature. The JPCHA site is graded, but undeveloped of buildings; a community garden is located on the northern two lots of the JPCHA site.

Vicinity Characteristics:

AREA	LAND USE PLAN	ZONING	EXISTING CONDITIONS
NORTH	Residential Commercial	RC	RV Park
SOUTH	Residential Commercial	RC	Residence
EAST	Single Family	R1	Residence
WEST	Residential Commercial	RC	Closed auto repair shop

Utilities and Services:

Water: City water available

Sewer: City sewer available

Transportation: Property has frontage on 10th and 11th Streets Northeast and Oregon Avenue North; the JPCHA property is located 100' east of Pacific Highway North

Public Education: Ocean Beach School District

Electricity: PUD No. 2 single phase electricity available at site

Storm water and

Drainage: City of Long Beach drainage available at site

Cable: Charter Cable and several satellite providers available

Solid Waste: Area served by Peninsula Sanitation

Police and Fire: City of Long Beach

Medical and

Emergency Facilities: City of Long Beach EMS, Medix ambulance service, and Ocean Beach Hospital District

Library: Timberland Regional Library in Ilwaco and Ocean Park.

Public Parks and

Recreation Area (s): Numerous park and recreation areas within the City of Long Beach and within Pacific County; within walking distance to the beach and ball fields about a block south

Public Transit: Pacific Transit District service available including Dial-A-Ride

Flood Zone: Zone B–100 Year Shallow (undetermined) Flood (this area is slated to be in Zone X in mid-May 2015 – neither the current nor future zones are Special Flood Hazard Areas)

PROCEDURAL INFORMATION

Authorizing Ordinances

Title 11, Unified Development, of the of Long Beach City code, and more specifically as follows:

City code section 11-6C-1 allows an abutting property owner to petition the City Council to vacate all or portions of street or alley ROWs ;

City code sections 11-6C-2, 3, and 4 set forth procedures for evaluating the vacation of a street or alley; and

City code sections 11-6C-6, 7, and 8 set forth how title, zoning, and vested rights are to be handled for vacated property.

This petition is required pursuant to City code **section 11-6C-1(A)**. Other applicable City regulations and guidelines are as follows:

- City of Long Beach Comprehensive Plan
- City of Long Beach unified development regulations

Process to Date

In 2014

December 11: Petition received by City

December 12: City Administrator notified

December 17: Site visit by City (including public works staff), designer, developer, and contractors

In 2015

January 14: Formal request for consultation with infrastructure providers and first responders to supplement on-site review.

- January 20: City Council considered and passed Agenda Bill (AB) 15-05, which approved Resolution 2015-03 [both attached], establishing February 17, 2015 as the day for a public hearing and possible decision. That hearing date was not less than twenty (20) days and not more than sixty (60) days from the date of the passage of said resolution.
- January 21: The City posted public notice [attached] at the subject property, Long Beach City Hall, the United States Post Office, and the Long Beach Police Department. The City also requested the Chinook Observer publish the notice on February 4 and 11, 2015.
- February 17: The Council is expected to conduct a public hearing to take public input, and may decide to close or continue the hearing.
- February 17: This is the date slated for the Council to make a decision on this matter, barring continuation of the public hearing.

Materials Submitted

The petitioner submitted the following in support of the subject request for approval:

- Petition (letter)

ANALYSIS

Regarding street or alley vacations, the Long Beach City code restricts itself to procedural requirements, and provides no guidance regarding what the City Council must consider when deciding whether or not to vacate ROWs. It is left to the City Council to make this decision based on the Council's judgment of what is in the best interest of the City. The following analysis provides input from key staff, identifies procedural requirements, and identifies relevant portions of the City's Comprehensive Plan. This analysis is intended to inform the Council's decision by identifying potential costs and benefits of this proposed partial street vacation. Where City code or Comprehensive Plan references are relevant they appear [in brackets].

I. Staff Input

Fire Chief: Chief Glasson has no comments and identified no issues with the requested vacation.

Staff recommends that 6,400 SF be vacated as proposed.

Water and Sanitary Sewer Department Head Zuern states that City facilities exist in that portion of the ROW to be vacated. He expects these facilities to be relocated to accommodate the senior housing project. City Administrator Miles is pursuing funding for these utility relocations as part of the senior housing project.

Parks, Streets, and Drainage Department Head Kitzman states that City facilities exist in that portion of the ROW to be vacated. He expects these facilities to be relocated to accommodate the senior housing project. City Administrator Miles is pursuing funding for these utility relocations as part of the senior housing project.

Engineer for Public Utilities District (PUD) No.2 of Pacific County, Jason Janda, states there several existing electrical facilities located within in that portion of the ROW to be vacated. They would need to be relocated or an easement obtained.

II. Comprehensive Plan

Comprehensive Plan Goal 1-2: Integrate new developments into the existing street networks.

The proposed street vacations would allow infill development of 30 affordable senior housing units utilizing the existing street network. Street vacations as requested conform to the Comprehensive Plan.

Comprehensive Plan Goal 2-2: Strengthen Long Beach's identity as a residential community.

The proposed street vacations would allow infill development of 30 residential dwelling units located near a commercial strip. Street vacations as requested conform to the Comprehensive Plan.

Comprehensive Plan Goal 2-3: Facilitate housing opportunities that meet the needs of all our residents.

Comprehensive Plan Goal 3-1: Allow for the creation of a variety of housing types to meet the needs of all residents.

The proposed street vacations would facilitate development of affordable senior housing, meeting the needs of an important segment of area residents. Street vacations as requested conform to the Comprehensive Plan.

Comprehensive Plan Goal 4-7: Make efforts to reduce pollution impacts within the community.

The proposed street vacations would facilitate development of housing proximate to a commercial district, which could reduce the amount of vehicle trips and associated pollution. Street vacations as requested conform to the Comprehensive Plan.

Comprehensive Plan Goal 8-3: Plan for development and improvements that will result in efficiencies in utility infrastructure and capital outlay.

The proposed street vacations would facilitate high-density development that would maximize benefit of infrastructure development. Street vacations as requested conform to the Comprehensive Plan.

III. City Code

The owners of an interest in any real estate abutting upon any street or alley may petition the city council to make vacation, giving a description of the property to be vacated. The petition must be filed with the City Administrator. [City code at 11-6C-1(A), (C)]

On December 11, 2014, the applicant, who is also the owner of property abutting the ROW of 10th and 11th Streets Northeast and of Oregon Avenue North, filed a petition with the City requesting partial street vacations, and describing that property desired to be vacated. On December 11, 2014, the City Administrator was provided notification of this petition. On January 21, 2015 the Community Development Director advised JPCHA that vacation of 10'

along Oregon Avenue was advisable, and JPCHA verbally agreed. The petition as submitted and augmented conforms to code.

If the petition is signed by the owners of more than two-thirds (2/3) of the property abutting upon the street or alley sought to be vacated, the city council shall by resolution set a date when the petition will be heard at a public hearing and decided upon. The date shall be not more than sixty (60) days nor less than twenty (20) days after the date of the passage of such resolution. [City code at 11-6C-2]

The petitioners own 100% of the property adjoining that portion of 10th and 11th Streets Northeast and Oregon Avenue North proposed to be vacated, and the City Council is required to set a date for a public hearing on the matter. On January 20, 2015, the Long Beach City Council approved AB 15-05, passing Resolution 2015-03. That resolution fixed the date of a public hearing to hear input on the proposed vacation and to possibly decide the issue. The resolution as approved conforms to code.

Upon passage of the resolution, the city administrator must post notice of the petition in three (3) public places in the city and a notice in a conspicuous place on the street or alley sought to be vacated. The notice must contain:

1. A statement that a petition has been filed to vacate the street or alley described in the notice; and
2. A statement of the time and place fixed for the hearing of the petition. [City code at 11-6C-3(A)]

On or about January 21, 2015, the City posted notice of the public hearing, including a description of the property proposed to be vacated as well as a description of the date, time, and location of the hearing in three (3) public locations in the City, plus once on the property proposed to be vacated. In addition, on January 21, 2015, the City requested the Chinook Observer publish the notice in its February 4 and 11, 2015 editions. The notice as stated and posted conforms to code.

If fifty percent (50%) of the abutting property owners file written objection to the proposed vacation with the city administrator prior to the time of the hearing, the city will not proceed with the resolution. [City code at 11-6C-3(C)]

The petitioners are the abutting property owners, and no objections were raised. The City may proceed with the public hearing and decision.

Ordinance Required: The hearing on the petition must be held by the city council. If the city council decides to grant the petition or any part of it, the city council may by ordinance vacate the street or alley. The ordinance may provide that it will not become effective until the owners of property abutting upon the street or alley so vacated will compensate the city in an amount which does not exceed one-half ($\frac{1}{2}$) the appraised value of the area so vacated, except in the event the subject property was acquired at public expense, compensation may be required in an amount equal to the full appraised value of the vacation; provided, that the ordinance may provide that the city retain an easement or the right to exercise and grant easements in respect to the vacated land for the construction, repair, and maintenance of public utilities and services. [11-6C-4(A)] They City also requires that vacation of streets that abut water be in the full amount.

The City Council is scheduled to conclude a public hearing on this matter at its regularly – scheduled meeting on February 17, 2015. After that hearing, should the City decide to pass an ordinance and vacate a portion of the subject ROW, the applicants shall cause to have conducted an appraisal of the market value of the area to be vacated. Since the subject ROW was not purchased at public expense, and because this ROW does not directly lead to the ocean as defined in city code, Council would be allowed to ask the applicant to pay up to a maximum of $\frac{1}{2}$ the market value. The Council may request easements for electrical infrastructure; sufficient area exists within the remaining ROW for relocation of other infrastructure.

The initiating party shall be responsible for the payment of all costs associated with the vacation, including the appraisal of the property. [11-6C-4(A)(1)]

If Council grants the vacation and passes an ordinance, the petitioners must pay to have an appraisal conducted to establish the value of the property to be vacated. Alternatively, the Council and petitioners may mutually agree to use a recent valuation conducted by Lighthouse Realty, which fixed the full market value at \$4 a SF. With $\frac{1}{2}$ market value as the maximum amount allowed to be charged, the amount to be charged would be \$4 per SF / 2, or \$2 per SF. That would mean the maximum amount owed would be 6,400 SF X 2= \$12,800.

The amount a petitioner must pay for vacated ROW up to the maximum is entirely up to Council. While staff provides no recommendation as to the amount to be paid, staff does wish to point out to Council these proposed vacations are requested to make possible a community-good project of providing low income senior housing, not a simple for-profit private development.

Record Ordinance: A certified copy of the ordinance must be recorded by the city clerk-treasurer with the Pacific County auditor. [11-6C-4(B)]

This is a staff task, and if the transaction is completed, staff will record a certified copy of the ordinance with Pacific County. The petitioner will pay the costs of recording.

Title to Vacated Street or Alley: If any street or alley is vacated by the city council, the property within the limits so vacated will belong to the abutting property owners. [11-6C-6]

If the City Council vacates the ROWs of 10 and 11th Streets Northeast and Oregon Avenue North as requested, the property would be owned by the petitioners or subsequent owners of the property to which the vacated land is joined.

Zoning of Vacated Street or Alley: The zoning of vacated ROWs shall be the same as that of the abutting property to which it will belong. [11-6C-7]

If the City Council vacates that portion of the ROWs of 10th and 11th Streets Northeast and Oregon Avenue North as requested, that property would be zoned RC—Residential Commercial.

SUMMARY

The applicant petitioned the City to vacate the northern twenty feet (20') of 10th Street Northeast, from the western ROW of Oregon Avenue North westerly 100'; the southern twenty feet (20') of 11th Street Northeast, from the western ROW of Oregon Avenue North westerly 100'; and the western ten feet (10') of the right-of-way of Oregon Avenue North between 10th

Street Northeast and 11th Street Northeast (two hundred feet [200']), plus twenty feet to the north and to the south. The total area proposed for vacation is 6,400 SF.

This creates no permanent problems for City facilities and functions or any problems that cannot be redtified. Analysis of the proposal against the City's Comprehensive Plan goals and regulations does not indicate the vacations as proposed would conflict with City plans or regulations.

SUGGESTED FINDINGS OF FACT AND CONCLUSIONS OF LAW

I. Suggested Findings of Fact

Staff provides the City Council of the City of Long Beach, Washington the following suggested findings of fact as input to the Council's own evaluation of Case No. VAC 2015-01. If any Findings of Fact herein are deemed Conclusions of Law, they are incorporated into the Conclusions of Law for this decision.

1. **Petition.** The City Council finds the petition comprises the following:
 - 1.1 A letter from petitioner JPCHA December 11, 2014 and subsequent e-mail and phone exchange on January 21, 2015.
 - 1.2 All other information contained in Case File No. VAC 2015-01.
2. **Procedures.** The Council finds the following procedures were followed:
 - 2.1 On December 11, 2014 petition was received by the City.
 - 2.2 On December 12, 2014 the City Administrator was notified.
 - 2.3 On December 17, 2014 a site visit was conducted with utility providers and City department heads. The Community Development Director consulted with City Department heads, Public Utility District No. 2 of Pacific County, and CenturyTel regarding this ROW.
 - 2.4 On January 20, 2015, the City Council approved Resolution 2015-03 setting the time and place for a public hearing on the matter.
 - 2.5 On or soon after January 21, 2015 the City posted notice of the hearing at the subject site, the Long Beach post office, the Long Beach police station, and Long Beach City Hall. The City also requested the Chinook Observer publish the notice in its February 4 and 11, 2015, issues. The notice includes a statement of the proposal, a description of the land proposed to be vacated, as well as a map. The notice also includes instruction on how to submit comments on the proposal.

- 2.6 On February 17, 2015, the Long Beach City Council opened and conducted a public hearing at or soon after 7 PM to take public comment on this matter.
3. **Proposal.** The City Council finds the following regarding the proposed street vacations:
- 3.1 The petitioners request and City staff recommend that Council vacate the following, with transfer of title to the petitioners and all rights thereto:
- Northern twenty (20') of the right-of-way of 10th Street Northeast, west one hundred feet (100') from the right-of-way of Oregon Avenue North, 2,000 SF;
 - Southern twenty (20') of the right-of-way of 11th Street Northeast, west one hundred feet (100') from the right-of-way of Oregon Avenue North, 2,000 SF;
 - Western ten feet (10') of the right-of-way of Oregon Avenue North between 10th Street Northeast and 11th Street Northeast (two hundred feet [200']), plus twenty feet to the north and to the south; 2,400 SF.
- 3.2 The petitioners shall pay for all costs associated with this proposal, including and not limited to noticing fees and appraisal costs.
- 3.3 The petitioner shall pay the City up to a maximum of 50% of the appraised value of the subject property.
4. **Property characteristics.** The City Council finds the following regarding the subject property:
- 4.1 The subject property is the north and south 20' of the ROW of 10th and 11th Streets Northeast, respectively, from the western ROW of Oregon Avenue North westerly, plus the west 10' of the ROW of Oregon Avenue North between 10th Street Northeast and 11th Street Northeast (200'), plus 20' to the north and to the south. The subject property is Block 35, Lots 3-6, Tinker's Third Addition to Long Beach, Pacific County, Washington
- 4.2 Characteristics of the property to which the vacated land would become part are as follows:
- 4.2.1 Each of the four parcels is 50' X 100'.
- 4.2.2 All lots are graded but undeveloped with any buildings; a fenced community garden is located on Lots 5 and 6.
- 4.2.3 All four parcels are located within the B flood zone.
- 4.2.4 All four parcels are essentially flat.
- 4.2.5 All four parcels are served with City and utility services.

5. **Subject property land use and zoning.** The City Council finds the following regarding the land use and zoning of the property proposed for vacation:
 - 5.1 The subject property is located adjacent to the RC—Residential Commercial zone pursuant to the City’s zoning regulations.
 - 5.2 The subject property is located adjacent to property designated RC—Residential Commercial on the future land use map of the Long Beach Comprehensive Plan.
 - 5.3 The current land use of the subject property is undeveloped with buildings; a community garden is located on the northern two of the JPCHA’s four parcels.

6. **Surrounding property land use and zoning.** The City Council finds the following regarding the land use and zoning of surrounding property:

AREA	LAND USE PLAN	ZONING	EXISTING CONDITIONS
NORTH	Residential Commercial	RC	RV Park
SOUTH	Residential Commercial	RC	Residence
EAST	Single Family	R1	Residence
WEST	Residential Commercial	RC	Closed auto repair shop and residence

7. **Services.** The City Council finds the following regarding services and utilities available to serve the proposed project:
 - 7.1 Water is available from the City of Long Beach.
 - 7.2 Sewer is available from the City of Long Beach.
 - 7.3 Transportation: Existing 10th and 11th Streets Northeast and Oregon Avenue Northorth are the primary ingress/egress for the subject property.
 - 7.4 Public Education is provided by the Ocean Beach School District.
 - 7.5 Electricity is available from Pacific County PUD No. 2.
 - 7.6 Solid Waste is available from Peninsula Sanitation, and service is already provided on Boulevard North.
 - 7.7 Police and Fire are provided by the City of Long Beach Police and City of Long Beach Fire Departments.
 - 7.8 Medical and Emergency Facilities are provided by the City of Long Beach EMS, Medix Ambulance Service, and Ocean Beach Hospital District No. 3.
8. **City Staff and PUD Input.** The City Council finds the following regarding staff and PUD input:

- 8.1 City staff identified 20' along 10th and 11th Streets Northeast and 10' along Oregon Avenue North as the appropriate width of the property to be vacated.
 - 8.2 City staff did not identify any conflicts regarding City services or utilities that cannot be rectified.
 - 8.3 The PUD did not identify any conflicts regarding electrical services or facilities that could not be rectified.
 - 8.4 Century Tel had not responded to the City's request for input regarding telephone facilities at the time of this writing; there are communication facilities on a pole that will be relocated as part of the senior housing project.
9. **City's Comprehensive Plan.** The City Council finds the proposed project complies with the following relevant portions of the City's Comprehensive Plan:
- 9.1 Goal 1-2, Urban Form.
 - 9.2 Goals 2-2 and 2-3, Land Use.
 - 9.3 Goal 3-1, Housing.
 - 9.4 Goal 4-7, Environment.
 - 9.5 Goal 8-3, Utilities.
10. **City's Unified Development Regulations.** The City Council finds the proposal complies with the following relevant portions of the City's Unified Development regulations:
- 10.1 11-6C-1(A), (C): Petition by owner.
 - 10.2 11-6C-2: Setting date for hearing.
 - 10.3 11-6C-3: Notice of hearing.
 - 10.4 11-6C-4: Hearing; ordinance of vacation.
 - 10.5 11-6C-6: Title to vacated street or alley.
 - 10.6 11-6C-7: Zoning of vacated street or alley.

II. Suggested Conclusions of Law

Staff provides the Long Beach City Council the following suggested conclusions of law as input to the Council's own evaluation of Case No. VAC 2015-01. The conclusions of law herein are made in reliance upon and with specific reference to and adoption of the Findings of Fact stated above, which are incorporated herein in their entirety by reference. If any Conclusions of Law

herein are deemed Findings of Fact, they are incorporated into the Findings of Fact for this decision.

The City Council of the City of Long Beach, Washington concludes the following regarding Case No. VAC 2015-01:

1. Case No. VAC 2015-01 complies with relevant portions of the City's Comprehensive Plan, adopted via Ordinance 838, as may be amended.
2. Case No. VAC 2015-01 complies with relevant portions of the Unified Development Regulations, adopted via Ordinance 848, as may be amended.

SUGGESTED RECOMMENDATION AND ACTION

Based on the analysis and suggested findings of fact and conclusions of law, above, staff recommends the City Council adopt the above findings of fact and **Ordinance No. [to be determined]** and CONDITIONALLY APPROVE Case No. VAC 2015-01, including vacation of the following

1. the northern 20.0' feet of the 10th Street Northeast ROW from the western ROW of Oregon Avenue North westerly 100',
2. the southern 20.0' feet of the 11th Street Northeast ROW from the western ROW of Oregon Avenue North westerly 100', and
3. the western ten feet (10') of the right-of-way of Oregon Avenue North between 10th Street Northeast and 11th Street Northeast (two hundred feet [200']), plus twenty feet to the north and to the south

and incorporating the following conditions of approval:

1. The petitioner shall pay for all costs associated with this partial ROW vacation.
2. The petitioner shall cause to have a market-value appraisal made of the subject property at petitioner's expense, or alternatively agree to use the results of a recent valuation based on purchase of nearby property, unless this requirement waived by the City Council.
3. The petitioner shall pay the City of Long Beach up to 50% of the market value of the subject property.
4. The petitioner shall grant any required easements for utilities currently located in the areas proposed to be vacated that will as a result of vacation be located on the petitioner's property. The petitioner shall prepare such easements, shall record them with Pacific County, shall provide the city a copy of all such easements, and shall provide a copy of any relevant easement to a non-city utility affected in this manner.

ATTACHMENTS

1. Petition (letter)
2. Location map
3. AB 15-05
4. Resolution 2015-03
5. Notice of public hearing
6. Email regarding possible vacation of a portion of Oregon Avenue North

DRAFT




Case No. VAC 2015-01


Location Map

Joint Pacific County Housing Authority

Partially vacate 10th Street NE, 11th Street NE, and Oregon Avenue North;
combine with property located to the north, south, and west, respectively

Proposed WPV Use Rules Long Beach Peninsula Area

 WPV permitted
all year
(10.5 miles)

 WPV prohibited
all year

Pacific Ocean

4.0 Miles

2.7

10.5

3.0

1.4

2.2

2.5

Oysterville Gap Road

Ocean Park Road

Klipsan Road

Cranberry Road

Bolstad Avenue

Sid Snyder Dr.

Seaview Gap Road

North Jetty

Willapa National
Wildlife Refuge

Leadbetter Point
State Park

Oysterville

Pacific Pines
State Park

Willapa Bay

Loomis Lake
State Park

Hwy. #103

Long Beach

Seaview

Ilwaco

Beards Hollow
State Park

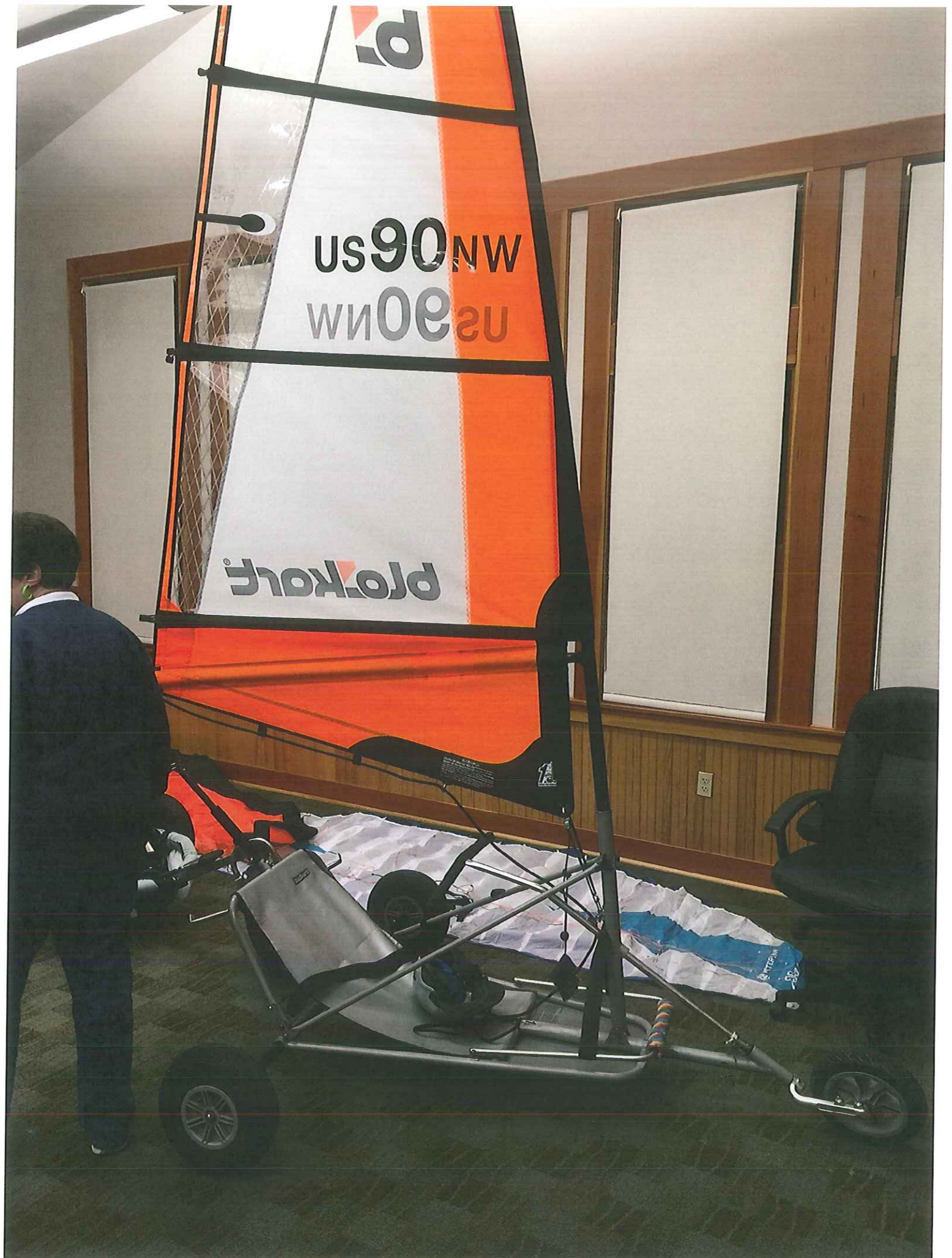
Cape Disappointment
State Park

Benson Beach

*Columbia
River*

MAP NOT
TO SCALE

Mills 3/90 WPV update 1/15





PROPOSED WIND-POWERED VEHICLE RULE CHANGE

The Washington State Parks and Recreation Commission is considering changes to Washington Administrative Code (WAC) 352-37 to allow the use of wind-powered vehicles at Long Beach, South Beach and North Beach in Pacific and Grays Harbor counties. Wind-powered vehicles (WPV) include kite buggies, blo-karts, kite boards and other wind-driven wheeled vehicles. Use restrictions currently under consideration for public safety and natural resource protection (i.e. western snowy plover habitat) include:

- Limiting WPV speed to a maximum of 25 miles per hour;
- Requiring WPVs to yield right of way to all pedestrian, equestrian, and vehicular traffic;
- Limiting WPV use to the hard sand portion of the beach;
- Prohibiting WPV use during razor clam digs;
- Prohibiting or limiting WPV use to the day after Labor Day until April 15th in areas of heavy recreational use;
- Requiring seasonal WPV use adjacent to western snowy plover nesting/closure areas on South Beach.

Long Beach WPV Use Areas

- WPV use permitted year around from Cranberry Access Road north to Oysterville Gap Access Road (approximately 10.5 miles);
- WPV use prohibited on all other portions of Long Beach.

South Beach WPV Use Areas

- WPV use permitted year around from Grayland Beach Access Road north to Bonge Access Road (approximately 2.8 miles);
- WPV use permitted from the day after Labor Day to April 15th from Warrenton Cannery Access Road to Grayland Beach Access Road (approximately 4.5 miles);
- WPV use prohibited on all other portions of South Beach.

North Beach WPV Use Areas

- WPV use permitted year around from Boone Creek north to Moclips Beach Access Road (approximately 5.5 miles) and from Marine View Drive Pedestrian Access north to Pacific Boulevard Beach Access Road (approximately 2.9 miles).
- WPV use permitted from the day after Labor Day to April 15th from Damon Beach Access Road north to Heath Road Pedestrian Bridge (approximately 6.5 miles), from Pacific Boulevard Beach Access Road north to Chance A La Mer Beach Access Road (approximately 1 mile) and from the North Jetty north to Marine View Drive Pedestrian Access (approximately 1.8 miles).
- WPV use prohibited on all other portions of North Beach.

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DRAFT WASHINGTON ADMINISTRATIVE CODE (WAC) RULE REVISION

January 28, 2015

Revised Section

WAC 352-37-130 Speed limits. (1) No person shall operate any motor vehicle or wind/sand sailer on or along any ocean beach at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event speed shall be so controlled as may be necessary to avoid colliding with any person, animal, vehicle or other conveyance on or entering the driveable beach in compliance with legal requirements in the duty of all persons to use due care.

(2) Except when a special hazard exists that requires lower speed for compliance with subsection (1) of this section, the maximum speed limit for operation of motor vehicles or wind/sand sailers on the ocean beaches shall be twenty-five miles per hour.

(3) The driver of every motor vehicle or wind/sand sailer operating on the ocean beaches shall, consistent with the requirements of subsection (1) of this section, drive at an appropriate reduced speed when approaching and crossing a beach access road, when approaching one or more parked vehicles, when approaching or traveling past or in the vicinity of a pedestrian or group of pedestrians, and when special hazard exists with respect to pedestrians or other traffic or by reason of weather or beach conditions.

(4) Except as provided in WAC 352-37-330, any violation of this section is an infraction under chapter 7.84 RCW.

Revised Section

WAC 352-37-140 Certain practices prohibited. The following practices while operating any motor vehicle or wind/sand sailer on or along the ocean beaches are specifically prohibited:

- (1) Squirreling;
- (2) Circling;
- (3) Cutting figure eights;
- (4) Racing;

(5) The operation of any motor vehicle or wind/sand sailer in such a manner as to constitute a threat to the operator thereof, his or her

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passengers, pedestrians or equestrians using the beaches, animals or any other vehicle or other property.

(6) Any violation of this section is an infraction under chapter 7.84 RCW.

Revised Section

WAC 352-37-190 Excluded/limited recreation activities. The following forms of public outdoor recreation activities or devices are prohibited on the ocean beaches unless specifically designated therefore or authorized by the director or designee as a special recreation event.

(1) Vehicles not licensed and certificated pursuant to chapters 46.12 and 46.16 RCW.

~~(2) Wind/sand sailer.~~

(3) Parasails.

(4) Hovercraft.

(5) Powered parasail.

(6) Ultra-light aircraft.

(7) Powered hang gliders.

(8) Any violation of this section is an infraction under chapter 7.84 RCW.

New Section

WAC 352-37-XXX Wind/sand sailers. (1) Wind/sand sailers will be allowed on the ocean beaches within the seashore conservation area only as authorized in this section:

(a) In areas specifically identified by the director;

(b) On the hard sand or driveable portion of the ocean beaches;

(c) Subject to safety measures determined by the director;

(e) During sunrise to sunset only;

(f) Not during recreational razor clam digging seasons;

(g) Wind/sand sailers shall yield the right of way to all pedestrian, equestrian or vehicular traffic and observe all regulations that restrict the operation of wind/sand sailers.

(2) Except as provided in WAC 352-XX-XXX, any violation of this section is an infraction under chapter 7.84 RCW.

DRAFT WORK PRODUCT - SUBJECT TO CHANGE OVER TIME

PUBLIC COMMENT PROPOSED RULE CHANGE WIND-POWERED VEHICLES

Thank you for conducting the demonstration events and taking action to review and consider modifications to the Washington Administrative Code provisions that applies to wind-driven vehicles. Allowing these activities and defining limitations and/or monitoring is a progressive step forward in my opinion. I am an advocate of allowing public resources to be accessible for diverse groups of users, with defined boundaries for each. Establishing rule updates to provide some level of access to these new users is appreciated.

The Washington State Parks and Recreation Commission is undertaking a rule making process to address the use of wind powered vehicles on agency-managed ocean beaches. State Parks has received requests from recreational users to review the Washington Administrative Code (WAC) provisions that apply to wind powered vehicles such as kite buggies, blo-karts, kite boards and other wheeled, wind-driven recreational conveyances.

In 2010, 2011, 2012 and 2013 State Parks conducted demonstration events to better understand the potential for safety issues, user conflict, and impacts to wildlife. Based on these events State Parks is beginning a process to modify WAC 352-37 to allow the use of wind powered vehicles while maintaining the agency's ability to ensure beach safety and protect important wildlife habitat. The rule update will determine when and where this use is reasonable and appropriate, what limitations should be imposed, and what kind of monitoring may be needed.

State Parks is seeking public input on this issue. Please provide comments at the link below to be added to our email list. <http://www.parks.wa.gov/902/Wind-Powered-Vehicles-on-Ocean-Beaches>

The fun of wind vehicles is in going fast. The fun of beaches for those on foot, or even driving where allowed, is in going slow. There are no regulations that can square this incompatibility. Well, if it must be, then try these:

1. Permitted only between the hours of midnight and 3:00 a.m.
2. Vehicle must be equipped with lights and a continuous sound to alert any who are walking on the beach. Details to be determined.
3. Approved areas are only west of the low tide mark

We, the owners of the Ocean Spray Beach Resort located at the intersection of Hwy 105 and the Grayland Beach Access Road would love to have wind powered vehicles allowed on our beach. For safety, we believe that they should not be allowed during scheduled community events ie Kite Festival, Driftwood Festival, 4th of July, Wind Surfer Competition, that may conflict with the beach use. They should also not be allowed during Clam Digs as there is considerable traffic during the digs. If permitted - we believe changing the rule will increase patronage for local businesses including the camp grounds, lodging facilities, restaurants and shops.

I have not interacted with a wind driven vehicle yet, but as an equestrian I think I would be in danger if my horse or mule was introduced to a wind vehicle under the wrong circumstances. Speed, sound, distance would be three considerations. I think the safest situation would be to keep the two in different areas for safety.

Public Comment

Please consider removing the prohibition of wind powered vehicles. There is much development and interest in wind power. The health life and safety concerns are far less than exist currently with driving hazards. Wind powered folks tend to be much more environmentally concerned than oil burners. Please correct this rule and give us the same opportunities as other states where wind power is allowed.

What an amazing way to bring more tourism to the peninsula! I support this 100%

Any tourist related activities are welcome on the North Beach. However, it would not be prudent to allow them during 4th of July activities or during clamming sessions. The beaches are just too crowded and safety would be a major concern.

On behalf of the Long Beach Peninsula Visitors Bureau and the World Kite Museum, I would like to express with great urgency that the beach should be open year-round to wind powered vehicles. This is a very important activity that would bring more visitors to our area. The group of individuals who partake in this sort of activity are very earth conscious and create minimal impact on the areas in which they perform the said activities. It would be a grave mistake for the Washington State Parks to not allow wind powered vehicles on our beaches year-round. Thank you for your time and consideration.

The idea of allowing these various wind operated vehicles is a good idea. The beaches during the winter are pretty much abandoned and this activity should be allowed during those times anywhere on the beach. As to summer usage, or the normal April 15th to Labor Day restricted driving times, this activity should be allowed in the No Driving of Motorized Vehicles Area ONLY. That way the horses and vehicles on the beach offer no danger of interaction. The people walking in the restricted area are generally few. From years of watching people on the beach, the people normally stay near their vehicles. People could easily move up to the softer sand areas of the beach to avoid interaction with the wind driven vehicles. Moreover, signage telling people to walk upland from these vehicles might be a good addition. Even warning signs attached to the No Driving Area signs might be a smart addition. It may cost something, but it would avoid conflict of opinion. Yet, bikes, 4 wheel manual peddled vehicles are already in those areas. The wind factor just makes them faster.

I think it would increase tourism and a greater use of the ocean beach resource.

I BELIEVE THAT WIND POWERED VEHICLES SHOULD BE ALLOWED ON WASHINGTON OCEAN BEACHES AS THEY HAVE BEEN FOR MANY YEARS IN OREGON. RULES TO RESTRICT TRAFFIC IN HIGHLY CONGESTED AREAS OR TIMES SHOULD BE ADOPTED, AS WELL AS PROTECTIONS FOR SENSITIVE HABITAT AREAS. SOME REMINDERS OF RIGHT-OF-WAY PROTOCOL SHOULD BE MADE KNOWN VERY CLEARLY TO ALL VEHICLE AND PEDESTRIAN USERS BY POSTING ON LINE AND ON THE BEACHES.

GOOD FOR YOU FOLKS FOR FINALLY GETTING SERIOUS ABOUT MAKING THIS LONG-OVERDUE CHANGE.

I am very much in favor of expanding access to Washington's beaches for wind powered vehicles and view this as a significant step forward if it comes to pass. My wife and I took up the hobby of kite buggying several years ago and have been frustrated to learn how Washington restricted this activity in the past. We have been forced to travel to Oregon to fly our power kites without risk of getting ticketed or told to leave the area. This has cost Washington State from the standpoint of losing hotel and restaurant tax revenue not to mention the more substantial loss of business and economic impact this activity could have been generating for Washington businesses. We have found that the people who take part in this activity are uniformly responsible, safety conscious and aware individuals who will be careful in how they conduct themselves to minimize any possible safety, wildlife or habitat related concerns. As the specific questions identified in the notice, I would encourage and allow the use of wind powered kites (regardless of size). Putting size restrictions in place would be a difficult thing from the standpoint that kite boarders need much larger kites or sails to propel them through the water than do land sailors; with either kite buggies or boards. I suggest avoiding seasonal restrictions except to say that wind powered activity on significant holidays (i.e. July 4th) should be restricted in some fashion to avoid conflicts when there are many people on Washington beaches using the same real estate so to speak. A blanket restriction at the same time would be unwise if a wind powered practitioner is in area where there are few people and no safety concerns. As for maximum speeds and such, I'm in favor of self-policing. Going too fast in a kite buggy has a way of evening things up pretty quickly. NAPKA is a respected organization within the kite buggying community and most people would support membership in this organization and it brings with it some liability insurance the State may find worthwhile. In summary, I welcome and support the initiative to allow broader wind powered activity on Washington's beaches and would be happy to respond further if desired.

Kiting is a peaceful and environmentally green sport. I have wondered why destructive and dangerous gas powered vehicles (cars & trucks) are allowed on the sand when kite powered vehicles are not.

Cars and trucks can seriously hurt people . The wind powered vehicles are very low in weight and have minimum impact on the environment and pose a very very low potential for danger.

Please allow Wind Powered vehicles on Washington coast beaches or at least the larger beaches.

I am a kite boarder and frequently kite along our WA coastline. In the past I have wished to be able to kite buggy and kite skate board on the sand at the beach like in Oregon.

If Washington is an environmentally green state allowing wind power is a great way to show we are green.

Public Comment

Our family has owned a vacation residence in Seaview for almost 40 years. We can see the Pacific Ocean from our house. We have attended every Long Beach Kite Festival ever held. Every year we have many friends and family stay with us during the Kite Festival. Our Beach House has become a favorite year around get-away for dozens and dozens of friends and family over the years.

One of the biggest reasons everyone loves going to our place is the wide variety of activities available. Many folks like visiting the forts and historical sites. Some enjoy hiking or biking the peninsula. Some go during clamming sessions. Some go to enjoy sitting in the dunes watching the waves. Our kids and many other kids have ridden the go karts, Merry-Go-Round, and bumper cars hundreds of times.

We have signs all over the house warning guests to avoid going further than knee deep in the ocean. One young friend went a bit further and got caught in a rip tide. Fortunately he swam parallel to the beach and was able to make it to shore.

My daughter and I were almost trampled by a run-away horse. We have had many, many close calls nearly being hit by cars while walking on the beach.

My point is: Wind powered vehicles add to the variety of things to see and do at The Beach, and do not bring any more risk than already exists !!!!

To make The Beach most safe we could eliminate cars and horses from access. We could then build large fences at the shore to be certain no people get in the water. (Dog poop and dead seagulls are further hazards.)

The people using wind powered vehicles have shown a strong willingness to be cooperative with reasonable rules and regulations. A process to accommodate this interesting hobby will only add to the appeal of The Beach.

The first few Kite Festivals were conducted without certainty of safety and environmental issues. Anyone remember the kite death in the very early days? Look at the Kite Festival now !!!!

If we maintain a total ban on wind powered vehicles at The Beach, we will literally be burying our heads in the sand !!!!!!! Work out reasonable procedures. Look forward.

Thanks for addressing this issue! We have waited a long time for a change in rules to allow wind powered vehicles on the beach. Our area is perfect for that type of activity on the beach. We think there should not be a closed area other than those already indicated, i.e. Leadbetter, etc. This is another family activity that locals as well as tourists can enjoy. It will certainly promote tourism and, in turn, help the economy.

There have been wind powered vehicles at the Kite Festival and they provided enjoyment to many. If there is a need to close an area, we would suggest that the buggies be allowed at Klipsan north. This would relieve some of the pressure within the Long Beach area although we do not feel there should be any area restrictions other than the present ones.

Thanks for the opportunity to voice our approval of rule changing. We are sorry we will be unable to attend the meeting. We hope there is a good turnout and the attendees are positive about proposed changes.

Public Comment

After reading through the proposal, I have absolutely no problem with allowing this kind of activity on our state beaches. It sure beats four-wheeling! These kinds of sleds and go-carts are generally clean and quiet. Like any kind of public activity, there needs to be guidelines to curtail litter and mess, but it's generally a clean, quiet healthy way to enjoy the outdoors. I don't do this sort of recreating myself so I don't pretend to understand all the ramifications, but I do know people who do enjoy wind-powered vehicle activity and they assure me that the impact on the environment is minimal. If people clean up their mess and don't bother other people in the area, it seems to be another healthy way to enjoy the outdoors.

I believe that wind powered vehicles should allowed on Washington beaches like they are in Oregon. I have been around them in both states and they have not posed a problem.

I think we should start allowing wind powered vehicles on the beaches. My dad is an avid;kite buggier; and hopes to buggy in Wa.

I believe that we should be able to have wind powered vehicles on long beach.

I really don't see how it can be such a big deal. You allow horses and vehicles on the beach so what is the big deal with wind powered vehicles??? they are not loud, they are not spinning doughnuts , and they do no impact the environment. The easiest way to properly restrict them is the same as motorized vehicles. where ever the motorized vehicles are allowed so should the wind powered vehicles. In high pedestrian area they should not be allowed just like motorized vehicles.

So let's get off our butts and open up our beaches to a sport that is attracting lots of tourist to come visit our beaches, support out local beach communities and bring some much needed income to our state.

Close the area between the the two Long Beach City beach approaches July and August, the rest of the beach leave open year round. No need to patrol, too costly.

Post signage at approaches with rules.

Public Comment

Thank you for considering changes to the rule that prohibits the recreational use of wind-powered vehicles on beaches managed by State Parks. I welcome the opportunity to comment.

I concur with the Wind Powered Vehicle Pilot Areas; designated for the north beach, south beach and long beach areas. The allowed and restricted areas allow plenty of beach for our sailing activities, considering beach safety and wildlife habitat considerations.

Seasonal restrictions to to wind powered vehicles during designated clam digging low tides makes sense to me. As a blokart sailor, I do not want to be on the beach trying to sail with people traversing the driveable wet sand beach on the way out to the clams and back to their cars. The rest of the time I believe that the wind pilot areas should be open to sailing.

Maximum speeds typically run about 25 miles per hour for blokarts and kite buggies and this is compatible with the posted speed limits for driving on the beach. When greater winds coming from directly off shore propel a blokart or kite buggy to a greater speed it is not difficult to spill the wind to comply with the speed limit.

During the demonstration sailing events over the past few years there were no conflicts with other beach users that I saw. Usually other users are pleased to encounter us and stop to observe our passing them by. I believe that the environmentally conscious people we meet are so glad to see us rather than mopeds.

I have been sailing on Sunset beach in Oregon for years and there is plenty of space for all users there as well as on our own beaches in Washington.

I must say that during the demonstration events scheduled over the past few years, the wind and tidal conditions were seldom in sync for good sailing conditions. When the tide was out, the wind was down. When the tide was out and the wind was up the wind direction was straight down the beach which required short runs out to the edge of the water and back to the soft sand. Out and back out and back, not too fun.

The ideal conditions for sailing on the beach are moderate winds of 10 to 15 mph coming straight onshore from the west during a normal low tide in daylight. Those are four parameters that need to be in sync for a perfect sailing experience. These conditions actually do line up once in a while, but not too often. So I do not see how we could continue to schedule; designated beach sailing days. The minus tides are nice but we don't usually go out to the lowest part of the beach then anyway due to the clam beds and the puddles of water everywhere. What would be most appropriate would be to open up the designated beaches year around except during a clam tide when there is an open clam dig going on.

We now have a Windfinder; APP available which makes it easy to plan a trip to the beach for sailing when all four conditions are predicted to line up. This makes it possible to plan a trip, book a motel, notify interested parties to join in and have a great time sailing on our Washington beaches. These conditions usually are best in the fall and early spring. Both are good times to go to the beach when there are fewer people there. Lots of reasons to open it up I'd say.

I hope that my comments are helpful to you, and that I will see you on Long Beach some day soon on my blokart. Wave me down and I will let you give it a try. You will love it.

Public Comment

Wind / sand sailers or wind powered vehicles should be allowed on Washington's beaches. They have been allowed in Oregon for years and have shown that they are compatible with other beach users. They are allowed up and down the East Coast as well. During the pilot project with Washington State Parks they also demonstrated that the vehicles and their pilots can play well with others. Wind powered vehicles are less of an ecological threat to the beaches than other allowed activities.

Currently the users of these vehicles travel to Oregon to use their beaches while Washington loses out on any economic benefit.

Thank you for moving forward with this change.

i think allowing wind powered vehicles on beaches is a great idea. i've watched the buggies, sailers, and the land boards on Grayland beach. it looks like they're slowly harmlessly cruising back and forth flying kites. it looks like a great option for people to come out and enjoy the beach and get a little exercise. instead of driving your car back and forth. no pollution, not much weight, not like a car, and good fun and exercise for people with bad knees, hips, ankles, etc. my brother is in a wheelchair, he's paralyzed chest down. he can use his arms. he's got bad shoulders from pushing his chair. he's supposed to use his arms in pulling motions for rehab. if the law gets passed, i'm going to get him a kite buggy. it's all pulling motions. most of the year i walk my dog on the beach every day in Grayland and i don't see very many cars, and that's mid day. it's got to be windy to land sail which is usually mid day. i can't find any negatives. park rangers will make more money. small beach shops will make more. you will make more. we all win. please let's do this.

I am in favor of permitting wind powered vehicles on our ocean beaches, but I am concerned that Pacific County lacks the law enforcement resources needed to enforce safe conditions. This is based on my observations of current unsafe conditions that exist due to motor vehicles on our ocean beaches. I routinely see trucks and SUV's speeding recklessly and engaging in destructive driving practices (doing donuts and driving up in the dunes.) Perhaps a rule for expanding activities on the beach should factor in a means of funding safety enforcement so that all can enjoy the coast line without fear.

Public Comment

First I would like to extend my thanks to the folks in WA State Gov who are considering relaxing the zellous restrictions against using wind powered craft on our WA beaches. OR has no restrictions against these craft and can be used as a valid example of what works.

I currently must make the trip from Bainbridge to OR shores for each outing and taking my vacation spending money along with me.

I have been sand sailing since 1989 on many beaches including, very populated Coco Beach, Daytona, and Seaside OR. Tried once at Long beach and was met immediately by the park officer, which was highly disappointing...

The craft is a five foot long standup skate board with sand tires and equipped with a windsurf sail attached. It is a highly maneuverable craft, essentially windsurfing on the beach with one important distinction, by leaning forward pushing against the sail (Booms) it will come to a quick and full stop (Wind powered breaking), a feature kite powered craft do not have. Top speed is 25MPH.

Due to the fact that these stand up wind powered skateboard craft have wind power breaking and do not exceed 25 Mph, perhaps these class of wind power craft could be more widely allowed than larger faster sit down craft. I would like to propose that restrictions against these simple crafts could be lifted altogether.

It would be a very positive turn of events to be able to use this craft on hard-pack sand of all WA beaches.

When you are considering locations where to allow these crafts to be used, wind direction is a HIGHLY critical factor. Just like a sail boat, wind powered craft perform best in winds perpendicular to the beach or route. For example the one beach (Wash Away Beach) where sand sailing is allowed is a NW to SE orientation. Ocean winds are generally Northerly in good weather making it nearly impossible to sail at that location. Furthermore the pipes sticking up out of the sand from old washed away structures are a significant safety hazard.

The community of sand sailors is small in WA and OR, however WA has EXCELLENT beaches to support the growth this sport. If allowed much more openly, this could be an additional economic boost for struggling ocean tourist communities.

Public Comment

At this point in life I have so ask why now?

For years we would do the same thing.

Drive the motorhome from Seattle to Astoria, OR. fill the gas tank, stop at Safeway and buy enough groceries for 3 to 9 days, proceed to Buds RV Park in Gresham and set up to stay. We would travel a few miles to the beach and play all day at some sort of wind related sport. In the evening we would eat out at a restaurant between Seaside and Astoria. This was a way to talk with others who enjoyed the sport and plan the next day.

The girls would make a number of trips to some sort of mall, shopping center, outlet mall, Bagels by the Sea for some to die for goodies.

At the end of our stay in Oregon, we would leave the RV Park and drive to Dairy Queen before stopping at Fred Meyer to fill up the gas tank for the trip home. With our last stop at the Rest Area in Federal Way, WA. on I-5, we would stop and dump our motorhome black and grey tanks and return home, ready for the next trip. Without spending \$1.00 in Washington we were very happy with how we were treated in Oregon. Spending at least \$600.00 to \$2500.00 per trip to Oregon at least 7 to 10 times a year was only 1 hour more than it would take to travel to a beach in Washington.

In Oregon there is NO speed limit, and we are VERY welcomed to access the beaches.

I have to admit that I will miss Oregon in hopes of the beaches in Washington. It would be nice to spend my money at home and help out our community than give it to another state.

So why Now? All I can say is, It's about time;. I hope this rule change is like Oregon's view and acceptance of the sport we enjoy so much.

Given the items that are being considered related to allowing these vehicles I would suggest that a specific beach be named with specific times and not allowing any other uses at that time (ie motorized vehicles, pedestrians, dog walkers, shore fishing, beach combing, beach mining, or any other activity normally associated with our Washington coast beaches). Also provide some sort of wild life inhibitor such as sirens, fences, removal of all potential food sources, along with amplified announcements. We do not have an area like the National Dunes in Oregon where off-road vehicles can tear it up without anyone to upset.

Given the suggestions that I have outlines above it might be safe for these wind machines on a beach. Bear in mind the burden of emergency medical services would be placed on neighboring communities. Also, if the State Parks are in charge of monitoring this activity how are they to do this with the cut backs in staff that we are now experiencing?

Since Long Beach advertises as having the longest beach; I suggest that this be implemented there only. Copalis and North Beach have to many obstacles. .

I am not trying to be catty; here, but if a safe experience is to be had by all I see these steps as the only way. We would like to keep the beaches more for people; rather than the expensive hobbies of a few, such as the beach mining that has been approved..

Public Comment

As a business owner in the Westport Area, I fully support opening up south beach beaches to Wind-powered Vehicles. I believe wind power vehicles can be effectively integrated with other beach users. Local beach events such as Surf Riders and Windrider Kite Festival already exist providing much needed tourist dollars to the area and opening up the beaches to wind powered vehicles will hopefully lead to similar events and more tourism overall.

I fully support the proposal to permit wind powered vehicles on a portion of Washington beaches. My wife and I own property Ocean Park, north of Oysterville Road. I also support the concept of a pilot project to determine the feasibility of a permanent change to the current WAC prohibition.

Sail carts and other wind-powered vehicles should be permitted for the following reasons:

1. There will be an economic benefit because wind enthusiasts will patronize local businesses, from hotels and restaurants to the folks who sell firewood along the road.
2. Since I spend a lot of my time at our property, I would like to add sail carting to the things I do there.
3. Oregon permits these vehicles and their experience should provide rule-makers with adequate information about where and when sail carts could/should operate.

These vehicles should certainly be prohibited while clam digging is underway.

I also think these vehicles might be equipped with a horn to warn pedestrians.

Operators will be careful to avoid pedestrians and other traffic, including horses (which I rarely see on the beach south of Oysterville Rd.) and pets.

I read in the power point presentation that a staff concern is other individuals might seek permission for their activity if the sail cart exemption is lifted. If sail carts, why not ATVs or ultralight aircraft, including powered parachutes or paragliders? These requests should be considered and either allowed or denied on their merits. Allowing wind powered vehicles doesn't automatically mean other uses are appropriate.

I appreciate the opportunity to provide input, although I'm certain I haven't offered anything new. I'm just a part-time resident who thinks this would be a positive, fun activity for both participants and observers. I sincerely hope the pilot program is approved and appropriately evaluated.

Public Comment

Thanks for contacting WSDOT Aviation regarding the wind-powered vehicle use on beaches and providing the maps for our review.

After reviewing with Beach Ranger Jim Schmidt, WSDOT agrees that the Copalis Beach Airport should remain off limits to the proposed activity for safety reasons.

Additionally, WSDOT is supportive of signing amendments and would assist WA Parks and Rec as negotiated to place revised signs within the airport limits including the Boone creek airport signs as needed.

Please let me know if I can be of further assistance on this issue.

Sincerely,

G. Paul Wolf
State Airports Manager
Construction Project Manager
Olympia Airport Office

As a power kite enthusiast, I want to encourage you to continue to make strides to open up beaches to safe and responsible use by the power kite community. As it appears you have already seen, this is a respectable group of mature individuals that not only value the use of beaches, but take safety very, very seriously.

As you certainly know, there is no way to eliminate all risk except to close the beaches to all human activity. But with the encouragement of responsible use and a means to monitor any issues that may develop, it seems to me that you can balance needs and desires for the best interest of all beach-goers.

In summary, please provide more opportunities for the power kite community to use one of our nations finest beaches.

Respectfully,

Todd Hanson
NAPKA (North American Power Kiting Association) Region 21 Committee Representative

As much as our family enjoys wind powered sports, we have to go to Oregon. For 20 years we have used their beaches and respected others using the beach without problems. Hopefully Washington beaches will open up for all to use. Benefits are non polluting, leaves no trace, sports enthusiasts support local economy, does not poop on the beach or leak oil.

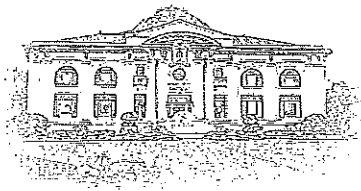
I recently learned of this potential change. I have a number of concerns about allowing these activities. I am an equestrian and fully agree that horses need to be able to adapt to their environment. however the speeds that these can obtain are supposed to be up to or in excess of 70MPH. As someone who likes to walk dogs on the beach or just enjoy the serenity, I'd rather not see these vehicles allowed. It opens the doors to ATVs and parasails, etc on the beach. The quality of existing beach recreation may not be able to be maintained when allowing these user groups. It does sound like a fun thing to do! However, even if speed limits are established, enforcement will have a cost and the price of lack of enforcement could be extremely serious injuries to all parties. I reluctantly support a continued gray; pilot area of a few miles, insuring that there is a lot of signage for users to know where it is appropriate or not.

Public Comment

I am part of a group of power kite enthusiasts from Vancouver Canada. Many of us have come down to enjoy your unique locations during the trial period. Washington beaches offer good wind and long runs that we can not find north of the boarder. They are the closest beaches to Vancouver Canada's lower mainland that are ideal for the sport. We are known to travel regularly to enjoy the beaches in Oregon.

The land sailing community as a whole take safety seriously and are somewhat self policing. We do not cause traffic issues or stress to our environment. I think that this has been proven by example for decades on Oregon beaches and during our trial period in Washington. We look to ride on the low tides and on windy weather days so by nature we are out when the beaches are wider and more quiet. It is a family oriented sport with a very friendly and inviting group of participants.

I thank you for considering the option of wind powered vehicles on the ocean. I hope to be able to stop and enjoy Washington beaches instead of having to drive right past and visit Oregon instead.



Pacific County COMMISSIONERS

Steve Rogers, District #1

Frank Wolfe, District #2

Lisa Ayers, District #3

January 13, 2015

Randy Kline, Park Planner
P O Box 42650
Olympia, WA 98504-2650

Dear Mr. Kline,

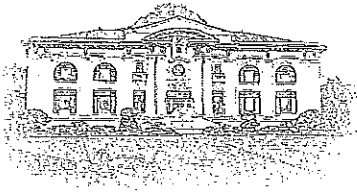
The Pacific County Board of Commissioners strongly opposes allowing wind-powered vehicles on the beaches of Pacific County in Southwest Washington. I am not speaking for other counties, but specifically the Long Beach Peninsula.

The drivable portion of the beach is narrow, between the razor clam beds and surf on the one hand, and the dry sand on the other. We already have problems mixing automobile traffic with pedestrians, picnickers and kids playing. Automotive traffic consists of licensed adult drivers, in licensed vehicles, with good visibility, professionally engineered steering and braking systems, and insurance.

Wind-powered vehicles tend to be light-weight, unlicensed vehicles with little in the way of safety features. Their steering and braking effectiveness can be marginal. The drivers can be inexperienced, with little training, many unlicensed and uninsured, sitting close to the ground with poor visibility. These vehicles can easily exceed the posted 25-miles-per-hour speed limit. With no speedometer, the occupant has no way of gauging this. It is said that wherever there are two sailboats, you have a race, and I suspect the same is true for wind-powered vehicles.

Then there is the crucial matter of enforcement. Unless the State provides a permanent, reliable, legislated funding source for enforcement with respect to these unlicensed drivers and their unlicensed vehicles this will be another unfunded-mandate to the County. As it presently stands, there is little enforcement for problems on the beach, other than the limited time the County Sheriff can afford to expend and the negligible time provided by the wholly inadequate State Parks staff. Suggesting the generation of meaningful enforcement revenue through user permit fees shows a lack of understanding of the true costs of enforcement, and the amount wind-powered vehicle owners would be willing to pay.

The safety of pedestrians, wildlife, and young children innocently playing at the beach, would be put at unnecessary and unreasonable risk from these vehicles, and the wind-powered vehicle drivers would themselves be at risk from the inevitable motor vehicle collisions that will occur due to the many distractions, and mixing two incompatible vehicle types in close proximity in the narrow confines of the drivable portion of the beach. The suggestion to "deregulate" this activity is to create anarchy on our beaches to the detriment of those presently enjoying them. Let's not chase away one group of beach users to accommodate another.



Pacific County COMMISSIONERS

Steve Rogers, District #1

Frank Wolfe, District #2

Lisa Ayers, District #3

January 13, 2015

Page 2

Restricting motor vehicle access on the beach to any extent, from what it is now, especially in the segment from the Cranberry Approach north to the Oysterville Approach, in order to accommodate a segregated area for wind-powered vehicles would be very unpopular, and an enforcement nightmare. This is the most popular segment for automotive use. The present area that is seasonally off-limits to driving, for Snowy Plover recovery, north of the Oysterville Approach road, already generates both strong negative comments and trespassers ignoring the ban. If absolutely necessary to set aside an area of the Long Beach Peninsula for wind-powered use, the only feasible segment is that south of Cranberry Approach and north of the city of Long Beach, and then only in the winter months.

Past experience has shown that any vehicle allowed on the beach, will have several vendors renting them; for example, motor-scooters, mopeds, pedal-carts and the like. That would put untrained, inexperienced, young operators onto our beaches with little understanding of the safety risks to themselves or others, especially with regard to mixing with motor vehicle traffic.

The local impression has always been that our beaches were considered State Highways, with only street-legal vehicles allowed. Breaking this precedent would open a Pandora's Box of unforeseen problems that this concept has held at bay for decades. Consider carefully what allowing wind-powered vehicles on a regular State highway would look like, even without the picnickers, and kids playing in the surf.

While these wind-powered vehicles are a lot of fun in their place, on a deserted dry lake bed or other remote area away from people and motor vehicles, they would pose a serious safety problem on our crowded beaches. While those not familiar with this area tend to think of our beaches as wide deserted stretches of open sand, most of the year that is far from correct.

We would invite all those who are involved in this plan to visit our beach on the Long Beach Peninsula, north of the City of Long Beach, at any time during the summer months to witness for themselves just how crowded they become, and how incredibly dangerous and irresponsible this idea is.

Respectfully,

PACIFIC COUNTY
BOARD OF COUNTY COMMISSIONERS

Steve Rogers, Chairman

Frank Wolfe, Commissioner

Lisa Ayers, Commissioner

Report: AGY064P2
710-JBL BLSD020

State of Washington
Business Licensing Service
Agency Requirements Document (ARD)

Date: 12 08 2014
Page: 1

LONG BEACH GENERAL BUSINESS

New Application / Final

Business Structure: Sole Proprietor

UBI Number : 603 457 363 001 0001

Legal Entity Name : CLAUDIA ROSE FRANKLIN

Application ID : 2014 339 4209

Firm Name : ROSEMONT TERRACE

Application Received Date: 12 05 2014
Fees: \$125.00
Expiration Date: 12 31 2015

Location Phone/FAX: (360) 460-1159

Business Open Date: 11 01 2014

Email Address: CLAUDIAFRANKLIN@GMAIL.COM

Location Address : 1310 PACIFIC AVE N

LONG BEACH WA 98631 3631

Mail Addr: PO BOX 1080

SAINT HELENS OR 97051 8080

In City Limits: Y Number of employees at this location: 0

Number of rental units: 6

Product/Serv Desc: Services RV PARK RENTALS

Operator Comments:

Previous Business License: N

Square Footage: 0

Applying as Non Profit Business: N

Conducting Business From Residence: N

Interior/Exterior Modifications: N

Haz/Fiam Material: N

Additional Business Activities: Utility

Account Status: Pending Approval

Zoning RC CB Date 12/21/14

Fire _____ Date _____

Building _____ Date _____

Police _____ Date _____

Finance _____ Date _____

Planning _____ Date _____

Comments:

12/9/14 - no answer, returned
not set up.
Secretbale email

Report: AG1064P2
710-LBL BLSD020

State of Washington
Business Licensing Service
Agency Requirements Document (ARD)

Date: 12 22 2014
Page: 1

LONG BEACH GENERAL BUSINESS

New Application / Final

Business Structure: Sole Proprietor
Legal Entity Name : MARK L STEPHENS

UBI Number : 603 456 901 001 0001
Application ID : 2014 336 0017
Application Received Date: 12 01 2014

Firm Name : SUITE BEACH

Fees: \$125.00
Expiration Date: 12 31 2015

Location Phone/FAX: (619) 402-5599

Business Open Date: 01 01 2015

Email Address: TERRY.STEPHENS1013@GMAIL.COM

Location Address : 201 OCEAN BEACH BLVD S # 17
LONG BEACH WA 98631 3742

Mail Addr: PO BOX 235
POTRERO CA 91963 0235

In City Limits: Y Number of employees at this location: 0

Product/Serv Desc: Services VACATION RENTAL, MANAGED BY BLOOMERS ESTATE

Operator Comments:

Previous Business License:

Square Footage: 925

Applying as Non Profit Business: N

Conducting Business From Residence: Y Customers visiting business premises? Y

Per week:

Interior/Exterior Modifications: N

Haz/Flam Material: N

Additional Business Activities: Utility

Account Status: Pending Approval

Zoning	STN	SP	1/5/15	Fire		Date	
Building			Date	Police		Date	
Finance			Date	Planning		Date	
Comments:							

Report: AGY064P2
710-LBL BLSD020

State of Washington
Business Licensing Service
Agency Requirements Document (ARD)

Date: 12 27 2014
Page: 1

LONG BEACH GENERAL BUSINESS

Business Structure: Trust

Legal Entity Name : HYUNDAI LEASE TITLING TRUST

Firm Name : HYUNDAI LEASE TITLING TRUST

Location Phone/FAX: (949) 468-4000 (000) 000-0000

Location Address : 3161 MICHELSON DR STE 1900
IRVINE CA 92612 4418

In City Limits: Number of employees at this location: 0

Product/Serv Desc: MOTOR VEHICLE LEASE FINANCING

Operator Comments:

Previous Business License:

Account Status: Pending Approval

New Application / Final * Prior RFI/RFI *

UBI Number : 602 620 872 001 0002

Application ID : 2014 351 0016

Application Received Date: 12 16 2014

Fees: \$125.00

Expiration Date: 12 31 2015

First Date of Business: 10 01 2004

Mail Addr: 3161 MICHELSON DR STE 1900
IRVINE CA 92612 4418

Applying as Nonprofit Business: _

Zoning	<u>N/A</u>	Date	<u>1/5/15</u>	Fire		Date	
Building		Date		Police		Date	
Finance		Date		Planning		Date	
Comments:							

Report: AGY064P2
710-LBL BLSD020

State of Washington
Business Licensing Service
Agency Requirements Document (ARD)

Date: 11 18 2014
Page: 1

LONG BEACH GENERAL BUSINESS

New Application / Final

Business Structure: Sole Proprietor

Legal Entity Name : MERRY SCHARFE

Firm Name : MERRY'S NOTARY ON WHEELS

Location Phone/FAX: (360) 244-0669 (000) 000-0000

Email Address: merry-b@hotmail.com

Location Address : 3507 1/2 J LN
SEAVIEW WA 98644 0387

Mail Addr: PO BOX 387
SEAVIEW WA 98644 0387

In City Limits: N Number of employees at this location: 0

Product/Serv Desc: Services MOBILE NOTARY

Operator Comments:

Previous Business License: N

Applying as Nonprofit Business: N

WA State Professional/occupational license: NOTARY PUBLIC

173876

Account Status: Pending Approval

Zoning	1/5	SP	12/1/14	Fire		Date	
Building				Police		Date	
Finance				Planning		Date	
Comments:							

Report: AGY064P2
710-LBL BLSD020

State of Washington
Business Licensing Service
Agency Requirements Document (ARD)

Date: 11 14 2014
Page: 1

LONG BEACH GENERAL BUSINESS

New Application / Final

Business Structure: LLC

UBI Number : 603 021 518 001 0001

Application ID : 2014 316 3637

Application Received Date: 11 12 2014

Legal Entity Name : AKARI PROPERTIES LLC

Firm Name : AKARI PROPERTIES LLC

Fees : \$125.00

Expiration Date: 11 30 2015

Location Phone/FAX: (503) 440-0970

(000) 000-0000

Business Open Date: 10 01 2014

Location Address : 203 BOLSTAD AVENUE

LONG BEACH WA 98631

Mail Addr: PO BOX 567

LONG BEACH WA 98631 0567

In City Limits: Y

Product/Serv Desc: Services
Services PROPERTY MANAGEMENT

Operator Comments:

Previous Business License: Y

Square Footage: 0

Applying as Non Profit Business: N
501(C) Received: -

Conducting Business From Residence: N

Hazardous/Flammable Materials: N

Emergency Contact 1: JARED JOHN OAKES
Emergency Contact 2:

(503) 440-0970
(000) 000-0000

Email Address: jaredjohnoakes@gmail.com

Additional Business Activities:

Account Status: Pending Approval

Zoning	OTW	CP	12/1/14	Fire		Date	
Building				Police		Date	
Finance				Planning		Date	
Comments:							

✓